



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



HARVARD
COLLEGE
LIBRARY

ACCOUNTS AND PAPERS:

TWENTY-ONE VOLUMES.

— (20.) —

SLAVE TRADE.

Session 2,
31 May — 13 August 1859.

V O L. XXXIV.

1859—Sess. 2.



Ent Doc 660 (34)



6
5
4
3
2
1

ACCOUNTS AND PAPERS:

1859—Sess. 2.

TWENTY-ONE VOLUMES:—CONTENTS OF THE TWENTIETH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for *The House of Commons*.

SLAVE TRADE:

Correspondence, Class (A.):

- [2569.] Correspondence with the British Commissioners at *Sierra Leone*, *Havana*, the *Cape of Good Hope*, and *Loanda*; and Reports from British Naval Forces relative to the Slave Trade, from 1st April 1858 to 31st March 1859 - - - - - p. 1

Correspondence, Class (B.):

- [2569-I.] Correspondence with British Ministers and Agents in Foreign Countries, and with Foreign Ministers in *England*, relating to the Slave Trade, from 1st April 1858 to 31st March 1859 - 281
-

Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

**SIERRA LEONE, HAVANA, THE CAPE OF
GOOD HOPE, AND LOANDA;**

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From April 1, 1858, to March 31, 1859.

*Presented to both Houses of Parliament by Command of Her Majesty.
1859.*

**LONDON:
PRINTED BY HARRISON AND SONS.**

LIST OF PAPERS.

MIXED COMMISSION COURTS.

SIERRA LEONE.

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
1.	H.M.'s Acting Judge (Skelton) to the Earl of Clarendon	Feb. 1	Apr. 19	Account of sales of Spanish barque " <i>Conchita</i> " ..	1
2.	"	Feb. 15	Apr. 19	Annual Report on Slave Trade ..	9
3.	"	Mar. 15	Apr. 19	Acknowledging receipt of despatch of January 30, respecting transmission to Tenerife of prisoners taken in the " <i>Conchita</i> " ..	10
4.	H.M.'s Acting Judge to the Earl of Shelburne	Mar. 31	Apr. 29	No payments made to Liberated African Department ..	10
5.	H.M.'s Acting Judge to the Earl of Malmesbury	Apr. 25	June 8	Arrival of Don Joaquim Zugasti ..	10
7.	"	Apr. 12	July 13	Receipt of despatch of 19th ultimo. Has communicated to naval officers Mr. Crawford's information respecting slavers fitting out in Cuba ..	10
8.	H.M.'s Acting Judge to Mr. Fitzgerald	June 30	Aug. 9	No payments made to Liberated African Department ..	11
9.	"	June 30	Aug. 9	No case adjudicated by Mixed Courts during the half-year ..	11
10.	H.M.'s Acting Judge to the Earl of Malmesbury	June 30	Aug. 9	No slaves emancipated or registered during half-year ..	11
11.	"	July 8	Aug. 9	Half-yearly return of vessels adjudicated in the Vice-Admiralty Court ..	11
12.	"	July 17	Aug. 9	Intends to quit his post, on leave, by next mail ..	13
13.	"	July 16	Aug. 9	Capture and condemnation, by the Vice-Admiralty Court, of the " <i>Lydia Gibbs</i> " ..	13
14.	H.M.'s Acting Judge (Hill) to the Earl of Malmesbury	Aug. 2	Sept. 8	Mr. Skelton has left for England: Governor Hill has undertaken office of Acting Judge ..	13
15.	"	Sept. 30 1859	Nov. 8	No payments made to Liberated African Department ..	13
16.	The Earl of Malmesbury to H.M.'s Acting Judge	Jan. 22	..	Despatch from Consul-General Crawford respecting United States' vessels " <i>Ardennes</i> ," " <i>Enterprise</i> ," and " <i>Mianus</i> ," suspected of Slave Trade ..	14
17.	H.M.'s Acting Judge to the Earl of Malmesbury	Jan. 11	Feb. 9	No case adjudicated by the Mixed Courts during the last half-year ..	14
18.	"	Jan. 11	Feb. 9	No slaves emancipated and registered during the last half-year ..	14
19.	H.M.'s Judge (Skelton) to the Earl of Malmesbury	Jan. 18	Feb. 9	Half-yearly return of vessels adjudicated in the Vice-Admiralty Court ..	14
20.	"	Jan. 15	Feb. 9	Reports arrival at his post on the 12th instant ..	16
21.	The Earl of Malmesbury to H.M.'s Judge	Feb. 10	..	Inclosing list of vessels sailed for coast of Africa, as reported by Consul-General Crawford ..	16
22.	H.M.'s Judge to the Earl of Malmesbury	Feb. 17	Mar. 11	Receipt of despatch of January 22, respecting " <i>Ardennes</i> ," " <i>Enterprise</i> ," and " <i>Mianus</i> " ..	16

HAVANA.

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
23.	Mr. Fitzgerald to Mr. Ryder.. ..	Apr. 5	..	His commission as Arbitrator at Havana	17
24.	H.M.'s Commissioners to the Earl of Malmesbury	Feb. 26	Apr. 19	Respecting Mr. Lousada's answer to the Captain-General as to appointment of an Arbitrator in his own place whilst he was Acting Commissary Judge	17
25.	"	Feb. 26	Apr. 19	Inefficiency of Spanish cruizers on the station, and activity of the Slave Trade	17
26.	H.M.'s Commissary Judge to the Earl of Malmesbury	Feb. 27	Apr. 19	Acknowledging receipt of despatch reporting capture of the " <i>Restauracion</i> " on coast of Africa	18
27.	"	Mar. 26	May 4	Reporting detention and liberation of Spanish schooner " <i>Juanita</i> " ..	18
28.	"	Mar. 26	May 4	Reporting capture of ship " <i>Emilia</i> " ..	19
29.	"	Mar. 31	May 4	Reporting Mr. Lousada's departure for Boston	19
30.	"	Apr. 8	May 4	Reporting fitting and departure of several vessels for coast of Africa, to be employed in the Slave Trade ..	19
31.	"	May 8	May 31	Capture of " <i>Cortes</i> " by Her Majesty's gun-boat " <i>Forward</i> " ..	20
32.	"	July 1	Aug. 2	Return of cases adjudicated in Mixed Commission Court for half-year ending June 30	20
33.	"	Sept. 3	Oct. 2	Transmitting a list of vessels reported to have been fitted out for the African Slave Trade with Cuba in 1857 and 1858	22
34.	"	Oct. 1	Nov. 1	Respecting the American schooner " <i>James Buchanan</i> "	25
6.	"	Oct. 31	Dec. 2	Reporting the capture of a barque, with about 600 negroes, by the Spanish war-steamer " <i>General Lezo</i> "	25
38.	"	Dec. 31	1859 Feb. 2	Reporting that no emancipated negroes have been sent from Cuba to Jamaica during the year 1858 ..	25
39.	"	Dec. 31	Feb. 2	Suspected slavers, Spanish and American	26
40.	"	1859 Jan. 1	Feb. 2	No case brought for adjudication before Mixed Court at Havana during last six months	26
41.	"	Jan. 25	Mar. 4	Acknowledging receipt of despatch of December 29, 1858, transmitting despatch from Her Majesty's Minister at Madrid respecting Cuban Slave Trade	26

CAPE OF GOOD HOPE.

		1858	1858		
42.	H.M.'s Commissioners to the Earl of Malmesbury	Feb. 15	Apr. 5	Have communicated to the Admiral information relative to the ship " <i>Minnetonka</i> ." Will forward despatches to Consul McLeod by first ship	28
43.	"	July 2	Aug. 21	No case adjudicated during the half-year ending June 30, 1858 ..	28
44.	"	Aug. 20	Oct. 5	Dhow " <i>Flor de Moçambique</i> " brought before the Court, August 7, 1858	28
45.	"	Sept. 13	Oct. 29	" <i>Flor de Moçambique</i> ." Transmitting report, evidence, papers, and sentence; vessel released, without costs and damages	29
46.	"	Nov. 5	Dec. 30	" <i>Flor de Moçambique</i> ." Claim still under the Court's consideration; departure of the master, mate, and cook	52

LIST OF PAPERS.

v

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
47.	H.M.'s Commissioners to the Earl of Malmesbury	Nov. 8	Dec. 30	Acknowledging despatch of 6th of September last. Case of the " <i>J.W. Reid</i> "	52
48.	"	Nov. 23	Jan. 27	Mr. Knox sworn in as Registrar ..	53
49.	"	Dec. 16	Jan. 27	Case of " <i>Emalada</i> "	53
50.	"	Dec. 20	Jan. 27	Case of " <i>Esperança</i> "	53
51.	"	Dec. 21	Jan. 27	" <i>Flor de Moçambique</i> ." Termination of case; sum awarded to claimant, 993 <i>l.</i> 19 <i>s.</i>	53
52.	"	Dec. 21	Jan. 27	" <i>Flor de Moçambique</i> ." Report on second part of case	53
53.	"	Jan. 22	Feb. 28	Half-yearly return of cases adjudicated	73
54.	"	Jan. 22	Mar. 29	List of adjudications in 1858. Report of judicial proceedings ..	75
55.	"	Jan. 22	Mar. 29	No slaves registered as emancipated in 1858	78
56.	"	Jan. 23	Mar. 29	Slave Trade on East Coast of Africa during 1858	78
57.	"	Jan. 24	Mar. 29	" <i>Fatte Mabruque</i> " alias " <i>Emalada</i> ," Portuguese launch, restored ..	78
58.	"	Jan. 24	Mar. 29	Right of cruisers to enter rivers on East Coast of Africa. Commander Oldfield and Chevalier Duprat ..	96
59.	"	Jan. 25	Mar. 29	" <i>Esperança</i> ," Portuguese schooner, restored, with costs and damages ..	98
60.	"	Feb. 5	Mar. 29	" <i>Fatte Mabruque</i> ." Damages awarded, with costs of suit ..	110

LOANDA.

		1858	1858		
61.	H.M.'s Acting Commissioner to the Earl of Clarendon	Jan. 1	Apr. 22	Half-yearly return. No cases adjudicated	118
62.	"	Jan. 1	Apr. 22	Return of slaves emancipated and registered to the end of 1857 ..	118
63.	"	Jan. 20	Apr. 22	Schooner " <i>Niagara</i> " captured by Her Majesty's ship " <i>Hecate</i> " ..	119
64.	"	Jan. 25	Apr. 22	Report of the Mixed Commission for 1857	119
65.	"	Jan. 29	May 10	Arrival of Dr. Oliveira, Brazilian Consul-General in Angola ..	120
66.	"	Feb. 2	May 10	Appointment of Senhor J. J. Rodriguez as Portuguese Commissioner.	120
67.	"	Feb. 25	July 3	Report on Slave Trade for 1857 ..	121
68.	"	Mar. 10	July 3	Information from Her Majesty's Consul at Cape Verde Islands, respecting two suspicious Spanish vessels bound for coast of Africa ..	125
69.	"	Mar. 25	July 3	Correspondence with Governor-General of Loanda respecting removal of slaves coastwise in the province	125
70.	"	Mar. 26	July 3	Schooner " <i>Wintermoyeh</i> ," without papers or colours, captured by Her Majesty's ship " <i>Conflict</i> " ..	131
71.	"	Mar. 28	July 3	Barque " <i>Almeida</i> ," without papers or colours, captured by Her Majesty's ship " <i>Conflict</i> "	131
72.	"	Apr. 5	July 3	Brigantine " <i>Robert M. Charlton</i> ," without papers or colours, captured by Her Majesty's ship " <i>Medusa</i> "	132
73.	"	Apr. 8	July 3	Receipt of despatch of December 19, 1857	132
74.	"	Apr. 8	July 3	Receipt of despatch of December 19, 1857. Appointment of Senhor de Castro as Secretary of Mixed Commission	132
75.	"	Apr. 15	July 3	Receipt of despatch of January 7, 1858. Approving letters to American Commodore	132
76.	The Earl of Malmesbury to H.M.'s Acting Commissioner	July 22	..	Approving proceedings in regard to information received of two slavers from Cape Verde Islands bound for coast of Africa	133

No.			Date. 1858	Receipt. 1858	SUBJECT.	Page
77.	The Earl of Malmesbury to H.M.'s Acting Commissioner		Aug. 31	..	Information respecting the " <i>Rio Zaire</i> ," suspected slaver of Loanda	133
78.	H.M.'s Acting Commissioner to the Earl of Malmesbury		May 29	Sept. 28	Barque " <i>Minnetonka</i> ," without colours or papers, captured by Her Majesty's ship " <i>Heron</i> "	133
79.	"	"	May 30	Sept. 28	Schooner " <i>General Scott</i> ," without colours or papers, captured by Her Majesty's ship " <i>Teazer</i> "	134
80.	"	"	May 30	Sept. 28	Correspondence with Portuguese Commissioner respecting his re-nerv. the oath of office	134
81.	"	"	July 1	Oct. 18	No cases adjudicated during the half-year	136
82.	"	"	July 3	Oct. 18	Senhor Amaral re-appointed Governor-General of Angola for three years	136
83.	"	"	July 30	Oct. 18	Acknowledging receipt of despatch of February 23, 1858	137
84.	"	"	July 30	Oct. 18	Schooner " <i>Angelina</i> ," without papers or colours, captured by Her Majesty's ship " <i>Conflict</i> "	137
85.	"	"	July 31	Oct. 18	Receipt of despatch of March 19, 1858. Slavers sent from Havana.	137
86.	"	"	July 31	Oct. 18	Appeal to Superior Court at Lisbon against sentence in " <i>P. Soule</i> " case. Question as to admitting bonds in Slave Trade prosecutions	138
87.	"	"	July 31	Oct. 18	Schooner " <i>St. Andrew</i> ," without colours or papers, captured by Her Majesty's ship " <i>Viper</i> "	139
88.	"	"	July 31	Oct. 18	Agitation against Decree abolishing compulsory labour of free negroes	139
89.	"	"	July 31	Oct. 18	Barque " <i>Governor Parris</i> ," without papers or colours, captured by Her Majesty's ship " <i>Heron</i> "	140
90.	"	"	Aug. 25	Oct. 18	Escape of American brig " <i>Charlotte</i> ," and other vessels	140
91.	"	"	Aug. 25	Oct. 18	Brigantine " <i>Mary Elizabeth</i> " captured by Her Majesty's ship " <i>Heron</i> "	141
92.	The Earl of Malmesbury to H.M.'s Acting Commissioner		Dec. 23	..	Correspondence with Mr Howard respecting Senhor Rodriguez' refusal to renew the oaths of office	142
93.	"	"	Dec. 23	..	Mr. Howard's despatch of 31st of July, respecting feeling in Angola as to " <i>serviço de carregadores</i> "	142
94.	H.M.'s Acting Commissioner to the Earl of Malmesbury		Sept. 10	Jan. 9 1859	Acquittal of captain and crew of slaver " <i>Velha Annita</i> " alias " <i>Splendid</i> ," and appeal to Relação at Lisbon	142
95.	"	"	Sept. 25	Jan. 9	Schooner " <i>Kate Helen</i> ," without colours or papers, captured by Her Majesty's ship " <i>Viper</i> "	144
96.	"	"	Oct. 3	Jan. 9	American brig " <i>Brothers</i> " captured by United States' sloop of war " <i>Marion</i> "	144
97.	"	"	Oct. 10	Jan. 9	Information from Brazilian Consul respecting reported project for bringing slaves into Brazil	144
98.	"	"	Oct. 15	Jan. 9	Arrival of American cruisers	145
99.	"	"	Oct. 24	Jan. 9	Brig " <i>Rufus Soule</i> ," without papers or colours, captured by Her Majesty's ship " <i>Viper</i> "	146
100.	"	"	Oct. 30	Jan. 12	Escape of American schooner " <i>Wanderer</i> ," with slaves. Slave Trade in River Congo	146
101.	The Earl of Malmesbury to H.M.'s Acting Commissioner		Jan. 22	..	Approving conduct respecting introduction of slaves into Brazil	147
102.	"	"	Mar. 4	..	Mr. Howard's despatch relative to Portaria to Governor of Angola respecting " <i>serviço de carregadores</i> "	147
103.	The Earl of Malmesbury to Mr. Gabriel		Mar. 30	..	Appointing him to be Commissioner vice Sir George Jackson resigned	147
104.	The Earl of Malmesbury to Sir Henry Huntley		Mar. 30	..	Appointing him to be Her Majesty's Arbitrator at Loanda, vice Mr. Gabriel promoted	148

BOARD OF SUPERINTENDENCE.

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
105.	H.M.'s Acting Commissioner to the Earl of Clarendon	Jan. 1	Apr. 22	Curator's Report for quarter ended December 31, 1858 ..	149
106.	" " " "	Apr. 29	June 9	Quarterly Report of Curator ..	149
107.	H.M.'s Acting Commissioner to the Earl of Malmesbury	July 5	Oct. 18 1859	Quarterly Report of Curator ..	150
108.	" " " "	Oct. 26	Jan. 14	Certificates of freedom granted to all libertos, and functions of Board of Superintendence suspended ..	150
109.	The Earl of Malmesbury to H.M.'s Acting Commissioner	1859 Jan. 22	..	Approving proceedings ..	152

VICE-ADMIRALTY COURTS.

ST. HELENA.

		1858	1858		
110.	H.M.'s Judge to the Earl of Malmesbury ..	June 4	July 17	Condemnation of canoe, without colours and papers, captured by Her Majesty's ship "Medusa" ..	153
111.	" " " "	July 22	Aug. 27	Condemnation of the schooner "Angeline of Prospect," captured by Her Majesty's ship "Conflict" ..	154
112.	" " " "	Aug. 12	Oct. 3	Condemnation of brigantine captured by Her Majesty's ship "Heron" ..	155
113.	" " " "	July 26	Oct. 11	Condemnation of the brigantine "St. Andrew," captured by Her Majesty's ship "Viper" ..	156
114.	" " " "	Aug. 26	Nov. 1	Condemnation of the barque "Governor Parris," captured by Her Majesty's ship "Heron" ..	158
115.	" " " "	Dec. 23	1859 Jan. 27	Condemnation of brigantine captured by Her Majesty's ship "Viper" ..	159

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA.

		1858	1858		
116.	Commander Courtenay to Secretary to the Admiralty	Feb. 28	Apr. 23	Capture of schooner "Wintermoyeh," of Flushing, without colours or papers ..	161
117.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Mar. 2	Apr. 24	Report relative to steps taken by French to procure African labourers ..	161
118.	" " " "	Apr. 15	May 29	Respecting Slave Trade on West Coast of Africa. Copy of letter addressed by him to Commander of United States' squadron ..	164
119.	Commodore Wise to Rear-Admiral Sir F. Grey	Apr. 7	June 17	Slavers expected from the Havana. Capture of the "Wintermoyeh," "Almeida," and "Robert M. Charlton" ..	164
120.	" " " "	Mar. 30	June 24	Case of the "Regina Coeli," and Slave Trade on West Coast of Africa ..	165
121.	Commander Courtenay to the Secretary to the Admiralty	Apr. 10	July 14	American vessel "Goldfinch" boarded by cutter of Her Majesty's ship "Conflict," in Congo river ..	166
122.	Commander Close to the Secretary to the Admiralty	May 31	July 14	Capture of the schooner "Lydia Gibbs," without colours or papers ..	166

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
123.	Commodore Wise to the Secretary to the Admiralty	May 11	July 15	Respecting boarding of a French launch by boat from Her Majesty's ship "Vesuvius" . . .	167
124.	Commodore Wise to Rear-Admiral Sir F. Grey	May 19	Aug. 9	Departure of British merchants from Ambriz. Slave Trade on West Coast of Africa . . .	168
125.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	June 15	Aug. 11	Respecting boarding of French vessel "Merle," and other vessels . . .	170
126.	Commander Aplin to the Secretary to the Admiralty	June 20	Aug. 12	Respecting boarding of the American ship "Warren White" by boat from Her Majesty's ship "Hecla" . . .	173
127.	Commander Courtenay to the Secretary to the Admiralty	June 16	Sept. 9	" <i>Angelina of Prospect</i> ," capture of, by Her Majesty's ship "Conflict" . . .	173
128.	" " " "	July 21	Sept. 9	Boarding of "John Gilpin" by Her Majesty's ship "Conflict" . . .	174
129.	Commodore Wise to the Secretary to the Admiralty	July 19	Sept. 11	"Orion" and French emigration scheme . . .	174
130.	Lieutenant Pike to the Secretary to the Admiralty	Aug. 13	Oct. 14	Boarding of " <i>Venus</i> " by Her Majesty's ship "Antelope" . . .	175
131.	Commodore Wise to Rear-Admiral Sir F. Grey	Aug. 6	Oct. 18	Report on Slave Trade on the West Coast of Africa . . .	176
132.	Commodore Wise to the Secretary to the Admiralty	Aug. 12	Oct. 21	Slave Trade at the Gallinas and in the neighbourhood of the River Pongas and Moanda Bay . . .	184
133.	" " " "	Aug. 12	Oct. 21	Detention and liberation of United States' brig " <i>Caroline</i> " . . .	185
134.	" " " "	Aug. 20	Oct. 21	Boarding of " <i>Ellen</i> ," United States' vessel . . .	186
135.	" " " "	Aug. 24	Oct. 21	Boarding of " <i>E. A. Chase</i> ," United States' vessel . . .	187
136.	" " " "	Aug. 26	Oct. 21	Boarding of " <i>Venus</i> ," United States' vessel . . .	188
137.	" " " "	Aug. 12	Oct. 21	Movements of French emigrant barque " <i>Stella</i> ." Capture of " <i>Lydia Gibbs</i> ," " <i>St. Andrew</i> ," " <i>Governor Parris</i> ," " <i>Mary Elizabeth</i> ." Escape of " <i>Putnam</i> ," with 600 slaves on board . . .	188
138.	" " " "	Sept. 9	Oct. 21	Report on French emigration scheme as conducted on the West Coast of Africa . . .	189
139.	" " " "	Sept. 13	Oct. 21	Inclosing copies of his correspondence with the Commander of United States' ship of war " <i>Marion</i> ," respecting use of American flag by slavers . . .	190
140.	Commodore Wise to Rear-Admiral Sir F. Grey	July 4	Oct. 21	Slave Trade on West Coast of Africa. Proceedings of the French . . .	192
141.	" " " "	Sept. 13	Oct. 22	Vessels which have sailed for Cuba. General information respecting Slave Trade on West Coast of Africa, and suggestions . . .	192
142.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Feb. 11	Nov. 9	Report on Slave Trade on African station . . .	194
143.	Commander Bowden to the Secretary to the Admiralty	Sept. 15	Nov. 10	Boarding of American ship " <i>Wanderer</i> " . . .	198
144.	" " " "	Sept. 16	Nov. 10	Boarding of " <i>Ellen</i> " . . .	198
145.	Commodore Wise to the Secretary to the Admiralty	Oct. 28	Dec. 8	Prostitution of United States' flag. List of vessels sailed for Cuba . . .	199
146.	Commodore Wise to Rear-Admiral Sir F. Grey	Nov. 3	Dec. 11	Slave Trade and other proceedings on West Coast of Africa . . .	201
147.	Commander Hunt to Commodore Wise	Nov. 14	Dec. 13	French ship " <i>Phoenix</i> " shipped slaves from Liberian territory, contrary to the laws of that Republic. Correspondence between Commodore Wise and Commander Hunt respecting Slave Trade . . .	202
148.	Commander Hunt to the Secretary to the Admiralty	Dec. 1	Dec. 28	Further intelligence respecting " <i>Phoenix</i> " . . .	205
149.	" " " "	Dec. 5	Dec. 29	Detention of United States' brig " <i>Caroline</i> ." Copy of letter from Governor of Sierra Leone respecting claim of master for compensation . . .	207

LIST OF PAPERS.

ix

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
150.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Dec. 31	Nov. 12	Capture of " <i>Mary Elizabeth</i> ," by Her Majesty's ship " <i>Heron</i> ." Correspondence between Commodore Wise and Commander Brent, of the United States' Navy	207
151.	"	Dec. 31	Nov. 11	French emigration scheme	211
152.	"	Dec. 31	Nov. 12	On the suppression of the Slave Trade	211
153.	"	Nov. 12	Dec. 31	Correspondence between Commodore Wise and Spanish Vice-Consul at Accra, respecting boarding of " <i>Don Juan</i> ." Reports from Commanders of Her Majesty's ships " <i>Hecla</i> ," " <i>Triton</i> ," and " <i>Antelope</i> "	212
154.	Commander Hunt to Vice-Admiral Harvey..	Dec. 31	Jan. 5	Further report in the case of the " <i>Caroline</i> "	215
155.	Captain Anderson to the Secretary to the Admiralty	Nov.	Jan. 11	Brig " <i>Anglo-Saxon</i> ," under United States' colours, boarded by boat from Her Majesty's ship " <i>Archer</i> "	216
156.	Lieutenant Simpson to the Senior Officer West Coast of Africa	Sept. 21	Jan. 11	United States' brigantine " <i>Henry</i> " boarded by Her Majesty's ship " <i>Pluto</i> "	217
157.	Commander Bowden to the Secretary to the Admiralty	Oct. 4	Jan. 11	Barque " <i>Hazard</i> ," under United States' colours, boarded by an officer of Her Majesty's ship " <i>Medusa</i> "	217
158.	Commodore Wise to the Secretary to the Admiralty	Nov. 23	Jan. 12	Slave Trade in Rio Pongas	217
159.	Commander Hunt to the Secretary to the Admiralty	Jan. 17	Jan. 21	Reply to charges brought against him by American Government in the case of the " <i>Caroline</i> "	218
160.	Governor Hill to Sir E. B. Lytton ..	Dec. 13	Jan. 24	Statement of the cargo of the " <i>Caroline</i> "	219
161.	Commodore Wise to Rear-Admiral Sir F. Grey	Jan. 19	Feb. 11	Slave Trade on West Coast of Africa	221
162.	Commodore Wise to the Secretary to the Admiralty	Jan. 15	Feb. 12	Spanish vessel " <i>Don Juan</i> "	222
163.	Commodore Wise to Rear-Admiral Sir F. Grey	Jan. 16	Feb. 23	Shipment of negroes from West Coast of Africa, under French emigration scheme	223
164.	Lieutenant Simpson to the Senior Officer, West Coast of Africa	Dec. 11	Mar. 1	United States' barque " <i>Panchita</i> " boarded by Her Majesty's ship " <i>Piuto</i> "	223
165.	Commodore Wise to the Secretary to the Admiralty	Feb. 2	Mar. 12	Slave Trade on West Coast of Africa during 1858	224
166.	"	Feb. 18	Mar. 14	Kosoko's preparations for attacking Lagos. Suggestion that " <i>Brune</i> " should remain within the Bar	228
167.	Commander Courtenay to the Secretary to the Admiralty	Dec. 15	Mar. 15	United States' barque " <i>J. W. Reid</i> " boarded in River Congo, by Her Majesty's ship " <i>Conduct</i> "	229
168.	Captain Sanderson to the Secretary to the Admiralty	Feb. 5	Mar. 15	Nameless brig, captured by Her Majesty's ship " <i>Archer</i> ," in Brass river	229

EAST COAST OF AFRICA STATION.

169.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	1858 July 2	1858 Aug. 28	Capture of a Portuguese dhow by Her Majesty's ship " <i>Lyra</i> ." Departure of Consul McLeod from Mozambique	230
170.	Commander Gordon to Rear-Admiral Sir F. Grey	Aug. 11	Oct. 8	French vessel " <i>Marie et Celine</i> " boarded by Her Majesty's ship " <i>Lyra</i> "	230
171.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Oct. 19	Dec. 31	Capture of " <i>Flor de Moçambique</i> " and " <i>Esperança</i> ." Proceedings of Her Majesty's ship " <i>Lyra</i> "	231
172.	"	Oct. 16	Dec. 31	Boarding of " <i>Marie et Celine</i> " and " <i>Eléonore</i> " by Her Majesty's ship " <i>Lyra</i> ;" and " <i>Alfred</i> ," by Her Majesty's ship " <i>Persian</i> "	231

CLASS A.

LIST OF PAPERS.

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
173.	Rear-Admiral Sir F. Grey to the Secretary to the Admiralty	Oct. 24	Dec. 31	Report from Commander Oldfield of boarding of French ships "Marie et Celine" and "Eléonore"	234
174.	" " " "	Oct. 19	Jan. 6	Report of visit to Johanna. Information respecting French emigration scheme	236
175.	" " " "	Dec. 6	Jan. 28	Report of Commander Oldfield on French emigration scheme	237
176.	" " " "	Jan. 17	Mar. 1	Boarding of French vessel "Alfred" by Her Majesty's ship "Persian".	238
177.	Commodore Edgell to the Secretary to the Admiralty	Feb. 4	Mar. 3	Captain Seymour's report on Slave Trade in Red Sea	239

NORTH AMERICA AND WEST INDIA STATION.

		1858	1858		
178.	Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty	Apr. 6	May 6	Capture of a Spanish schooner by Her Majesty's ships "Jasper" and "Styx;" and of a ship without name or colours	240
179.	" " " "	Apr. 7	May 7	Arrangement of cruisers on Cuban coast	241
180.	" " " "	May 10	June 3	Capture of slaver "Cortes," of New York, no colours or papers, by Her Majesty's ship "Forward"	241
181.	The Secretary to the Admiralty to Mr. Fitzgerald	June 15	June 16	Extracts from log of Her Majesty's ship "Jaseur," on Cuban coast	241
182.	Commodore Kellett to the Secretary to the Admiralty	May 26	June 16	Letter from Commander Vesey, reporting proceedings of Her Majesty's ship "Styx" on coast of Cuba	242
183.	" " " "	May 26	June 16	Report from Lieutenant Davies, of Her Majesty's ship "Forward," of capture of "Cortes," which has been condemned in Vice-Admiralty Court at Jamaica	243
184.	Commander Vesey to the Secretary to the Admiralty	May 29	July 3	"N. W. Borden," "Huntress of Charleston," "Mobile," &c., boarded on suspicion of assuming a flag to which they were not entitled	244
185.	Commodore Kellett to the Secretary to the Admiralty	June 9	July 5	Condemnation of the "Cortes"	246
186.	Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty	June 21	July 14	Slave Trade and British cruisers on coast of Cuba	247
187.	" " " "	July 1	July 14	Proceedings of "Buzzard" on coast of Cuba. Visiting vessels in port of Sagua	249
188.	" " " "	July 14	July 27	Commander Vesey's proceedings off Cuban coast	250
189.	" " " "	July 14	July 27	Commander Vesey's proceedings. Boarding the "N. W. Borden," "Mobile," and other American vessels	256
190.	The Secretary to the Admiralty to Mr. Fitzgerald	July 30	July 31	Explanations regarding boarding of certain American vessels by British cruisers	261
191.	Commodore Kellett to the Secretary to the Admiralty	July 7	Aug. 2	Proceedings of United States' squadron on Cuban coast	261
192.	" " " "	Aug. 9	Sept. 4	Conciliatory letter from Commander-in-chief of United States' home squadron	261
193.	" " " "	Aug. 10	Sept. 4	Esplanations of American vessels in port of Havana. Letter from Consul-General Crawford	261
194.	" " " "	Aug. 10	Sept. 7	Vessels boarded by Her Majesty's ships "Forward," "Skipjack," and "Jasper"	263
195.	Commodore Kellett and Commanders Grant and O'Reilly to the Secretary to the Admiralty	Aug. 18	Sept. 16	Evidence in the case of the "Cortes"	271

LIST OF PAPERS.

xi

No.	Date. 1858	Receipt. 1858	SUBJECT.	Page
196. Commodore Kellett to the Secretary to the Admiralty	Aug. 26	Sept. 23	Returns of vessels boarded by Commanders of "Basilisk" and "Ja-seur," off Cuba	282
197. The Secretary to the Admiralty to Mr. Fitzgerald	Oct. 8	Oct. 11	Proceedings of Her Majesty's ship "Buzzard" on Cuban coast ..	287
198. Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty	Oct. 12	Nov. 4	Boarding of Spanish brig "Erme-sinda" by Her Majesty's ship "Styx"	288

SOUTH-EAST COAST OF AMERICA STATION.

	1858	1858		
199. Vice-Admiral Wallis to the Secretary to the Admiralty	Mar. 6	Apr. 20	Slave Trade on South-East Coast of America	291
200. Rear-Admiral Sir S. Lushington to the Secretary to the Admiralty	Oct. 25	Dec. 7	Brazilian vessel "Santo" fitted out for Slave Trade	291
201. " " " " " "	Nov. 8	Dec. 7	Attempt to introduce slaves into North Brasil, by way of Guiana ..	292

Class A.

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Acting Judge to the Earl of Clarendon,--(Received April 19.)

My Lord,

Sierra Leone, February 1, 1858.

I HAVE the honour to transmit herewith to your Lordship the "account sales" of the Spanish barque "*Conchita*," which was condemned in the British and Spanish Mixed Court of Justice on the 7th of November last.

The net proceeds of the sale of this vessel, amounting to the sum of 1,688*l.* 15*s.* 0*½d.*, have been paid into the treasury-chest of this colony; and a receipt for the above amount from the senior Commissariat officer accompanies the inclosed accounts.

I have, &c.
(Signed) G. SKELTON.

Inclosure 1 in No. 1.

GENERAL ACCOUNT, showing net proceeds of the Sale of the Hull, Tackle, Apparel, Furniture, and Stores of the Spanish barque "*Conchita*," condemned in the British and Spanish Mixed Court of Justice, for the prevention of the illicit Traffic in Slaves, on the 7th day of November, 1857.

	£	s.	d.
By gross amount of Sales	2,188	2	8½
DISBURSEMENTS:—			
To 3½ per cent. commission on amount of sales ..	£76	11	8
To amount of contingent expenses, viz.:—			
Customs duties and charges	£117	2	10
Maintenance of crew	21	12	6
Surveyors reporting on the outfit and equipment	29	8	0
Carried forward	168	3	4
	76	11	8
	2,188	2	8½

SIERRA LEONE.

	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	168	3	4	76	11	8	2,188	2	8½
Labourers employed in landing cargo..	18	6	0						
Other expenses	46	16	6						
				233	5	10			
Amount of Marshal's account				189	10	2			
							499	7	8
Net proceeds							1,688	15	0½

Amounting to the sum of one thousand six hundred and eighty-eight pounds fifteen shilling and three farthings.

Sierra Leone, January 20, 1858.

(Signed) R. A. OLDFIELD,
Acting Commissioner of Appointment and Sale.

G. SKELTON, Her Majesty's Acting Commissary Judge.
WM. SMITH, Registrar.

ACCOUNT SALES of the Hull, Tackle, Apparel, Furniture, and Stores of the Spanish barque "Conchita," condemned in the British and Spanish Mixed Court of Justice, for the prevention of the illicit Traffic in Slaves, on the 7th day of November, 1857.

Articles.	Purchaser.	Amount.
		£ s. d.
1 sail	J. Peter	2 1 0
1 ditto	T. Cole	1 0 0
1 ditto	C. Rickman	2 0 0
1 awning	W. Johnson	0 5 0
1 sail	J. Shaw	0 10 0
1 awning	J. W. George	0 5 0
1 sail	A. Pratt	0 8 0
1 ditto	J. B. Pratt	2 7 0
1 ditto	W. Lewis	1 0 0
1 ditto	J. Shaw	0 5 0
1 ditto	J. Mc Foy	0 12 0
2 ditto	C. Hazelborg	1 0 0
1 ditto	W. Johnson	0 15 0
2 ditto	J. Mc Foy	1 2 0
1 ditto	T. Valentine	3 16 0
1 ditto	J. Mc Foy	1 18 0
1 ditto	C. Blackwick	1 5 0
1 ditto	R. Peter	0 8 6
1 ditto	W. Lewis	1 0 0
2 ditto	C. Blackwick	2 5 0
5 boat-sails and awning	J. Thomas	0 8 6
1 lot rigging	J. Jarrett	2 2 0
1 ditto	W. Johnson	2 2 0
1 ditto	C. Hazelborg	3 6 0
1 lot running rigging, 83 lbs., at 2½d.	A. Pike	1 2 5½
1 ditto 420 lbs., at 2½d.	C. Hazelborg	4 7 6
1 ditto 300 lbs., at 1½d.	J. B. Pratt	1 5 0
1 lot blocks	T. Valentine	0 17 0
7 spars	H. Lumpkin	0 17 0
9 ditto	Captain Taylor	2 3 0
7 broken spars and booms	J. Coker	0 3 0
9 spars	W. Lewis	3 9 0
2 ditto	J. Thomas	0 4 6
2 iron davits	J. Shaw	1 7 0
1 lot running rigging, 427 lbs., at 1½d.	J. Thomas	2 13 4½
1 hawser	W. Lewis	3 12 0
Lot firewood	C. Taylor	0 9 0
5 demijohns rum	R. Pollen	3 18 0
5 ditto	J. B. Pratt	3 14 0
5 ditto	Ditto	3 14 0
5 ditto	W. Johnson	3 14 0
5 ditto	Ditto	3 15 0
5 ditto	Thomas Hughes	3 15 0
5 ditto	Ditto	3 15 0
5 ditto	A. Farran	2 10 0
1 pipe rum, 99 gallons, at 3s. 2½d.	W. E. Cole	15 17 7½
1 ditto 101 " " 3s. 2d.	Ditto	15 19 10
1 ditto 87 " " 3s. 2d.	Ditto	13 15 6
1 ditto 98 " " 3s. 0½d.	T. Coker	14 18 1
1 ditto 97½ " " 3s. 1½d.	J. Gabriel	15 4 8½
1 ditto 102 " " 3s. 1½d.	Jas. Turner	15 18 9

Account Sales of the Hull, Tackle, &c.—*continued.*

Articles.	Purchaser.	Amount.
1 pipe rum, 98 gallons, at 3s. 1d. ..	T. Hughes ..	£ 15 s. 2 d.
1 ditto 95 " at 3s. 1d. ..	Thos. Jarrett ..	14 12 11
1 ditto 83 " at 3s. 1d. ..	Ditto ..	12 15 11
1 ditto 86 " at 3s. 1d. ..	Ditto ..	13 5 2
1 ditto 95 " at 3s. ..	W. Thomas ..	14 5 0
1 ditto 89 " at 3s. ..	J. Thomas ..	13 7 0
1 ditto 62 " at 3s. ..	Ditto ..	9 6 0
1 barrel rum, 20 " at 3s. ..	Ditto ..	3 0 0
1 ditto 22 " at 2s. 11d. ..	L. Nichol ..	3 4 2
1 ditto 18 " at 2s. 11d. ..	Ditto ..	2 12 6
1 ditto 22 " at 2s. 11d. ..	Ditto ..	3 4 2
1 ditto 18 " at 2s. 11d. ..	Ditto ..	2 12 6
1 ditto 20 " at 2s. 11d. ..	— Wilson ..	2 18 4
1 ditto 20 " at 3s. ..	J. Brown ..	3 0 0
1 ditto 20 " at 3s. 1d. ..	Jas. Turner ..	3 1 8
1 ditto 20 " at 3s. ..	Ditto ..	3 0 0
1 ditto 15 " at 2s. 11d. ..	J. Dixon ..	2 3 9
1 ditto 14 " at 2s. 11d. ..	Ditto ..	2 1 10
5 demijohns rum	H. Williams ..	3 17 0
5 ditto	Ditto ..	3 17 0
5 ditto	J. Shaw ..	3 16 0
1 pipe rum, 93 gallons, at 3s. ..	W. Lewis ..	13 19 0
1 ditto 110 " at 3s. ..	Ditto ..	16 10 0
1 ditto 99 " at 3s. ..	J. Turner ..	14 17 0
1 ditto 96 " at 3s. ..	J. Cole ..	14 8 0
1 ditto 106 " at 3s. ..	J. Mc Foy ..	15 18 0
1 ditto 96 " at 3s. ..	L. Nichol ..	14 8 0
1 ditto 96 " at 3s. ..	J. Cole ..	14 8 0
1 ditto 89½ " at 3s. ..	J. Gabriel ..	13 8 6
1 ditto 97 " at 3s. ..	C. Pyne ..	14 11 0
1 ditto 103 " at 3s. ..	H. Cummings ..	15 9 0
1 ditto 100 " at 3s. ..	T. Hughes ..	15 0 0
1 ditto 80 " at 3s. ..	J. Thomas ..	12 0 0
1 ditto 80 " at 3s. ..	Ditto ..	12 0 0
1 ditto 62 " at 3s. ..	Ditto ..	9 6 0
1 ditto 62 " at 3s. ..	Ditto ..	9 6 0
1 barrel rum, 20 " at 3s. 1d. ..	J. Mc Foy ..	3 1 8
1 ditto 21 " at 3s. 1d. ..	Ditto ..	3 4 9
1 ditto 21½ " at 3s. 1d. ..	W. Thomson ..	3 6 3½
1 ditto 26 " at 3s. ..	J. Shaw ..	3 18 0
1 ditto 20 " at 3s. ..	Ditto ..	3 0 0
1 ditto 20 " at 3s. ..	W. Thomson ..	3 0 0
40 rolls tobacco	T. Valentine ..	14 0 0
20 ditto	H. Williams ..	6 9 0
40 ditto	W. Johnson ..	12 14 0
80 ditto, 4 lots of 20 each, at 133s. per lot. ..	T. Valentine ..	26 12 0
80 ditto ditto at 134s. " ..	Ditto ..	26 16 0
80 ditto ditto at 133s. " ..	Ditto ..	26 12 0
80 ditto ditto at 131s. " ..	W. Johnson ..	26 4 0
80 ditto ditto at 132s. " ..	T. Valentine ..	26 8 0
80 ditto ditto at 134s. " ..	Ditto ..	26 16 0
100 ditto, 5 lots of 20 each, at 135s. " ..	Ditto ..	33 15 0
20 ditto	W. Cole ..	6 15 0
20 ditto	J. Wilson ..	6 15 0
80 ditto, 4 lots of 20 each, at 133s. per lot. ..	T. Valentine ..	26 12 0
160 ditto, 8 lots of 20 each, at 134s. per lot. ..	Ditto ..	53 12 0
Lot of besoms	J. Macaulay ..	0 1 6
1 water cask containing bread ..	W. Lewis ..	1 18 0
1 ditto	Ditto ..	1 12 0
1 ditto	Ditto ..	1 12 0
1 ditto	Ditto ..	1 10 0
1 ditto	Ditto ..	2 0 0
1 barrel calavances	J. Joaque ..	0 3 0
1 ditto	J. Bannister ..	0 4 0
1 ditto	H. Lumpkin ..	0 5 0
1 ditto	J. Coker ..	0 5 0
1 lot slave deck	J. Bannister ..	3 4 0
1 barrel containing wine	G. Pyne ..	1 0 0
1 ditto rice	J. Shilling ..	0 12 6
1 ditto flour	J. B. Pratt ..	1 5 0
1 ditto sugar	G. Sheppard ..	2 8 0
1 ditto ditto	Ditto ..	3 18 0
1 chest carpenters' tools	J. Williams ..	2 9 0
1 barrel containing vinegar	W. Johnson ..	0 15 0

Account Sales of the Hull, Tackle, &c.—continued.

Articles.	Purchaser.	Amount.
		£ s. d.
2 kegs fish	H. James ..	0 13 0
1 barrel containing salt	J. Shaw ..	0 2 0
4 kegs containing fish.. ..	J. Thomas..	0 3 6
1 barrel and 1 keg salt	J. Hamilton ..	0 1 0
2 boxes macaroni	J. Coker ..	0 6 0
2 ditto	T. Rosenbush ..	0 5 0
2 ditto	J. Coker ..	0 8 0
1 box fish	W. Lewis ..	0 4 0
1 ditto	Robert Taylor ..	0 6 6
1 ditto	A. Farrah ..	0 6 0
Lot standing rigging	W. Chapman ..	0 4 6
1 lot rope	T. Rosenbush ..	0 19 0
1 hawser, old rope and rigging ..	J. Thomas..	1 5 0
1 chronometer	W. Johnson ..	25 5 0
1 bell	J. Coker ..	2 1 0
2 hen-coops.. ..	J. Shaw ..	0 8 6
1 lot boat-fenders	R. Elliott ..	0 7 6
2 galleys and lot iron hoops ..	H. Harding ..	0 16 6
1 lot blocks.. ..	R. Elliott ..	0 6 0
1 ditto	J. Broadhurst ..	0 13 0
1 pump, iron rods, and old iron ..	Jas. Decker ..	0 16 0
2 log-lines and reels and hand lead-line ..	T. Hughes..	0 7 0
5 bags cloves	W. Lewis ..	8 6 0
5 ditto	Ditto ..	8 6 0
5 ditto	Ditto ..	8 6 0
5 ditto	Ditto ..	8 6 0
5 ditto	Ditto ..	8 6 0
1 lot fish	W. Davis ..	0 6 9
1 barrel garlic	W. Johnson ..	0 7 6
5 demijohns (broken).. ..	W. Broler ..	0 2 9
1 funnel, 1 frying-pan, 3 kettles, 2 sauce-pans, 2 oil-feeders, 2 wooden spoons, 1 tin dish, and sundries	L. Nichol ..	0 13 0
4 iron pots and 1 jar tar	B. Pratt ..	0 8 6
1 box containing carpenters' tools, nails, &c.	G. Hearn ..	0 13 0
2 water-coolers, 3 jars, and 1 pot ..	J. Johnson..	0 5 0
6 canvass stools	J. Coker ..	0 8 6
2 chairs	J. Hamilton ..	0 5 0
5 jars containing oil and rigging-tar ..	J. Coker ..	0 12 6
5 ditto	Ditto ..	0 12 0
5 ditto	Ditto ..	0 12 0
5 ditto	J. Wilson ..	1 4 6
5 ditto	Ditto ..	1 4 6
5 ditto	J. Turner ..	1 9 0
5 ditto	Ditto ..	1 9 0
5 ditto	T. B. Pratt ..	1 9 6
5 ditto	G. Sheppard ..	1 8 0
6 ditto	H. Lumpkin ..	1 15 0
2 coffee-mills, mortar and pestle, 1 box containing bullets, 1 lanthorn, 2 tea-cups, 1 oil-jar, and sundry small articles	Thos. King ..	0 7 0
1 box containing candles	J. Williams ..	0 8 0
1 oil-feeder, 1 coffee-pot, 1 soup-tureen, 13 tin cups, and 1 strainer ..	Thos. Hughes ..	0 8 0
1 country-pot and funnel	J. C. ker ..	0 8 0
1 roll duck	Ditto ..	1 1 0
1 knife-box, 5 knives, 4 spoons, 24 forks, 1 candlestick, and bag whiting	R. Joaque ..	0 5 0
1 Aneroid barometer	J. Barnewell ..	1 0 0
1 compass	J. Broadhurst ..	0 10 0
1 ditto	T. Rosenbush ..	0 17 0
1 ditto	T. Pratt ..	0 15 0
1 ditto	J. Coker ..	0 5 0
11 glasses, 1 tea-pot, 7 decanters, 1 claret-jug, and 1 cruet-stand	J. Bannister ..	0 5 0
2 glass binnacle-lamps, 4 washhand basins, 2 chambers, 24 plates, 4 dishes, 1 funnel, and a cannister	D. Parker ..	0 17 0
1 hour-glass, 4 log-glasses, 13 small cups..	J. Coker ..	0 3 0
1 brass speaking-trumpet	J. Rolt ..	0 9 0
4 pistols	J. Thomas..	1 2 0
5 muskets	E. Cole ..	1 11 0
1 box fruit	Watson ..	0 1 0
1 case wine	J. Coker ..	0 15 0

Account Sales of the Hull, Tackle, &c.—continued.

Articles.	Purchaser.	Amount.		
		£	s.	d.
1 trunk containing samples cloves ..	H. Lumpkin ..	1	4	0
1 medicine-chest	W. A. Lewis ..	0	15	0
1 box medicines	Ditto ..	0	16	0
1 bag nuts	J. Williams ..	1	17	0
5 water-casks	J. Davis ..	0	12	6
5 ditto	H. France ..	0	10	6
4 ditto	E. Davis ..	0	3	6
7 ditto	H. Wilson ..	0	7	6
2 harness-casks	A. Benkee ..	0	5	0
10 boxes cigars	J. Williams ..	5	0	0
10 ditto	J. Coker ..	5	0	0
10 ditto	Ditto ..	5	0	0
10 ditto	Ditto ..	5	2	0
13 ditto	J. Williams ..	4	17	0
1 box containing cigars ..	J. Joaque ..	2	0	0
1 ditto	C. Hazelborg ..	2	6	0
1 ditto	J. Newnian ..	1	18	0
2 pieces red handkerchiefs, Madras ..	J. Joaque ..	1	14	0
2 ditto	Ditto ..	1	14	0
2 ditto	Ditto ..	1	14	0
3 barrels containing wine ..	J. Macaulay ..	0	18	0
10 boxes jam	J. Coker ..	0	18	0
10 ditto	Ditto ..	0	18	0
10 ditto	— Rosenbush ..	0	18	0
10 ditto	H. James ..	0	18	0
10 ditto	T. Rosenbush ..	0	18	0
6 ditto	C. Payne ..	0	11	0
1 table	J. Thomas ..	0	5	0
Half-barrel peas	H. Jones ..	0	3	6
1 barrel bread	Thos. Coker ..	0	2	6
1 lot chains	Thos. Hughes ..	2	4	0
1 ditto	L. Nichol ..	1	8	0
1 pipe rum, 92½ gallons, at 2s. 8d.	W. Johnson ..	12	6	8
1 ditto 98 " at 2s. 8d.	Ditto ..	13	1	4
1 ditto 79 " at 2s. 8d.	Ditto ..	10	10	8
1 ditto 100 " at 2s. 6d.	Ditto ..	13	6	8
1 ditto 103 " at 2s. 6d.	Ditto ..	13	14	8
1 ditto 94 " at 2s. 8d.	T. B. Pratt ..	12	10	8
1 ditto 100 " at 2s. 8d.	Ditto ..	13	6	8
1 ditto 94 " at 2s. 8d.	Ditto ..	12	10	8
1 ditto 96 " at 2s. 8d.	Ditto ..	12	16	0
1 ditto 93 " at 2s. 8d.	Ditto ..	12	8	0
1 ditto 90 " at 2s. 8d.	Ditto ..	12	0	0
1 ditto 92 " at 2s. 8d.	Ditto ..	12	5	4
1 ditto 85 " at 2s. 8d.	Ditto ..	11	6	8
1 ditto 82 " at 2s. 8d.	Ditto ..	10	8	8
1 ditto 80 " at 2s. 8d.	Ditto ..	10	13	4
1 ditto 46 " at 2s. 8d.	Ditto ..	6	2	8
1 ditto 94 " at 2s. 8d.	Ditto ..	12	10	8
1 ditto 94 " at 2s. 8d.	Ditto ..	12	10	8
1 ditto 86 " at 2s. 8d.	Ditto ..	11	9	4
1 ditto 80 " at 2s. 8d.	Ditto ..	10	13	4
1 ditto 42 " at 2s. 8d.	Ditto ..	5	12	0
1 ditto 86 " at 2s. 8d.	Ditto ..	11	9	4
1 ditto 86 " at 2s. 8d.	Ditto ..	11	9	4
1 ditto 73 " at 2s. 8d.	Ditto ..	9	14	8
1 ditto 73 " at 2s. 8d.	Ditto ..	9	14	0
1 ditto 90 " at 2s. 8d.	J. Mc Foy ..	12	15	0
1 ditto 90 " at 2s. 10d.	Ditto ..	12	15	0
1 ditto 82 " at 2s. 10d.	J. Newman ..	11	12	4
1 ditto 82 " at 2s. 10d.	Ditto ..	11	12	4
1 ditto 82 " at 2s. 10d.	Ditto ..	11	12	4
1 ditto 98 " at 2s. 10d.	H. Davis ..	13	7	8
1 ditto 66 " at 2s. 10d.	Ditto ..	9	7	0
1 ditto 66 " at 2s. 10d.	Ditto ..	9	7	0
1 ditto 66 " at 2s. 10d.	Ditto ..	9	7	0
5 demijohns rum	J. Macaulay ..	3	0	0
5 ditto	Ditto ..	3	0	0
5 ditto	Ditto ..	3	0	0
5 ditto	J. Thomas ..	2	10	0
5 ditto	Ditto ..	2	12	0
5 ditto	J. Jones ..	2	0	0
5 ditto	J. Macaulay ..	2	15	0
1 barrel rum, 17 gallons, at 2s. 11d.	J. Peter ..	2	9	7

Account Sales of the Hull, Tackle, &c.—*continued.*

Articles.			Purchaser.	Amount.
				£ s. d.
1 barrel rum, 14 gallons, at 2s. 8d.	..	J. Macaulay	..	1 17 4
1 ditto 4 " at 2s. 8d.	..	Ditto	..	0 10 8
1 ditto 13 " at 2s. 8d.	..	Ditto	..	1 14 8
1 ditto 10 " at 2s. 8d.	..	Ditto	..	1 6 8
1 ditto 12 " at 2s. 8d.	..	Ditto	..	1 12 0
1 ditto 13 " at 2s. 8d.	..	Ditto	..	1 14 8
1 ditto 16 " at 2s. 8d.	..	Ditto	..	2 2 8
1 ditto 15 " at 2s. 8d.	..	Ditto	..	2 0 0
1 ditto 14 " at 2s. 8d.	..	Ditto	..	1 17 4
1 ditto 10 " at 2s. 8d.	..	T. B. Pratt	..	1 6 8
1 ditto 14 " at 2s. 8d.	..	J. Coker	..	1 17 4
1 ditto 18 " at 2s. 8d.	..	Ditto	..	2 8 0
1 ditto 10 " at 2s. 8d.	..	Ditto	..	1 6 8
1 ditto 8 " at 2s. 8d.	..	Ditto	..	1 1 4
1 ditto 9 " at 2s. 8d.	..	Ditto	..	1 4 0
1 ditto 8 " at 2s. 8d.	..	Ditto	..	1 1 4
1 ditto 6 " at 2s. 8d.	..	Ditto	..	0 16 0
20 rolls tobacco	..	W. Lewis	..	5 1 0
20 ditto	..	Ditto	..	5 1 0
20 ditto	..	J. Jarrett	..	5 5 0
20 ditto	..	J. Williams	..	5 6 0
40 ditto	..	W. Johnson	..	10 14 0
40 ditto	..	T. Valentine	..	10 14 0
20 ditto	..	J. Mc Foy	..	5 8 0
40 ditto	..	T. Valentine	..	11 0 0
40 ditto	..	W. Peter	..	11 6 0
40 ditto	..	J. Miller	..	11 8 0
20 ditto	..	L. Nichol	..	5 14 0
160 ditto, 8 lots of 20 each, at 114s. 6d. per lot.	..	T. Valentine	..	45 16 0
120 ditto, 6 lots of 20 each, at 117s. per lot	..	Ditto	..	35 2 0
20 rolls tobacco	..	E. Davis	..	5 19 0
60 ditto, 3 lots of 20 each, at 120s. per lot.	..	H. Williams	..	18 0 0
40 ditto, 2 lots of 20 each, at 118s. per lot.	..	Thos. Coker	..	11 16 0
20 rolls tobacco	..	C. Pyne	..	6 1 0
60 ditto, 3 lots of 20 each, at 119s. per lot.	..	T. Valentine	..	17 17 0
20 rolls tobacco	..	J. Gabriel	..	5 8 0
16 ditto	..	Ditto	..	4 5 4
1 sail	..	J. Harris	..	0 6 0
1 ditto	..	J. Thomas	..	0 5 0
1 ditto	..	J. Harris	..	0 5 0
1 ditto	..	C. Hazelborg	..	1 0 0
1 ditto	..	M. Lewis	..	0 13 0
1 ditto	..	— Brown	..	3 0 0
1 ditto	..	— Spurrell	..	0 14 0
1 ditto	..	W. Easman	..	0 17 0
1 ditto	..	— Spurrell	..	0 13 0
1 ditto	..	— Brown	..	0 10 6
1 ditto	..	Ditto	..	0 15 0
1 ditto	..	— Spurrell	..	0 16 0
1 ditto	..	J. Harris	..	2 2 0
1 ditto	..	W. Lewis	..	0 17 0
1 ditto	..	Captain Callegahan	..	0 17 0
1 ditto	..	Ditto	..	0 18 0
1 ditto	..	J. Evans	..	0 17 0
1 ditto	..	Captain Callaghan	..	0 12 0
2 awnings	..	J. Thomas	..	0 7 6
1 pipe rum, 90 gallons, 2s. 6d. per gallon	..			
1 ditto ditto ditto	..			
1 ditto ditto ditto	..			
1 ditto ditto ditto	..			
1 ditto ditto ditto	..	C. Heddle	..	113 10 0
1 ditto ditto ditto	..			
1 ditto ditto ditto	..			
1 ditto 98 gallons ditto	..			
1 hogshead rum, 40 gallons, at 2s. 8d.	..	W. Lewis	..	5 6 8
1 ditto 40 " at 2s. 8d.	..	Ditto	..	5 6 8
1 ditto 40 " at 2s. 8d.	..	Ditto	..	5 6 8
1 ditto 40 " at 2s. 8d.	..	Ditto	..	5 6 8
1 ditto 40 " at 2s. 8d.	..	Ditto	..	5 6 8
1 ditto 40 " at 2s. 8d.	..	Ditto	..	5 6 8
1 ditto 48 " at 2s. 11d.	..	H. Cumings	..	7 0 0
1 ditto 48 " at 2s. 11d.	..	Ditto	..	7 0 0

SIERRA LEONE.

7

Account Sales of the Hull, Tackle, &c.—*continued.*

Articles.	Purchaser.	Amount
		£ s. d.
1 pipe rum, 57 gallons, at 2s. 8½d. ..	A. Walker.. ..	7 14 4½
1 ditto 57 " at 2s. 8½d. ..	Ditto	7 14 4½
1 ditto 57 " at 2s. 8½d. ..	Ditto	7 14 4½
1 ditto 57 " at 2s. 8½d. ..	Ditto	7 14 4½
1 ditto 60 " at 2s. 8½d. ..	Ditto	8 2 6
1 ditto 58 " at 2s. 8½d. ..	Ditto	7 17 1
1 ditto 58 " at 2s. 8½d. ..	Ditto	7 17 1
1 ditto 59 " at 2s. 8½d. ..	Ditto	7 19 9½
1 ditto 50 " at 2s. 7¾d. ..	C. Taylor	6 12 3½
1 ditto 56 " at 2s. 7¾d. ..	Ditto	7 8 2
1 ditto 60 " at 2s. 7¾d. ..	Ditto	7 18 9
1 ditto 50 " at 2s. 7¾d. ..	Ditto	6 12 3½
1 ditto 56 " at 2s. 7¾d. ..	Ditto	7 8 2
1 ditto 56 " at 2s. 7¾d. ..	Ditto	7 8 2
1 ditto 58 " at 2s. 7¾d. ..	Ditto	7 13 5½
1 ditto 7 " at 2s. 7¾d. ..	Ditto	0 18 6½
1 ditto 7 " at 2s. 7¾d. ..	Ditto	0 18 6½
1 ditto 8 " at 2s. 7¾d. ..	Ditto	1 1 2
1 cask rum, 35 " at 2s. 7¾d. ..	Ditto	4 12 7½
7 pipes do., nearly empty, 14 galls., at 2s. 6d.	J. Thomas.. ..	1 15 0
Portion of demolished hull	T. Hughes.. ..	1 2 0
Ditto	J. T. Car	0 12 0
Wheel, tiller, and figure-head	J. Hammer	0 8 0
Lot blocks	T. Hughes.. ..	0 2 0
Lot chain and shackles	J. Decker	0 17 0
Lot mast-bands, iron rods, iron bolts, windlass-handles	Thomas Hughes	2 6 0
1 galley and stove	Ditto	1 5 0
Portion broken hull	Ditto	2 1 0
Ditto	J. Shaw	2 1 0
Ditto	J. Barber	0 9 0
Ditto	J. Raven	0 18 0
Lot hatches and two coal-boxes	B. Crowther	0 3 0
Lot beams	R. Coker	0 6 0
Ditto	W. Tilley	0 5 6
Ditto	W. Davis	0 12 0
1 capstan	T. Valentine	0 9 0
1 rudder	W. Lewis	0 6 0
1 winch	J. Hammer	0 4 0
1 mast and cross-trees	Ditto	3 0 0
2 pumps	J. Coker	1 10 0
Portion broken hull	Ditto	3 15 0
Ditto	J. Bannister	4 11 0
Ditto	M. Lewis	15 15 0
2 portions broken hull	Ditto	5 5 0
1 windlass	T. Valentine	0 11 0
Lot chain-cable	Ditto	4 0 0
Ditto	D. Pratt	4 7 0
Ditto	T. Valentine	9 10 0
2,950 lbs. copper, at 6½d.	M. Lewis	76 16 5½
Lot chain-cable	E. Dixon	4 11 0
Ditto	J. Shaw	3 5 0
Lot chains	T. Hughes	4 1 0
1 anchor	T. Valentine	5 0 0
Ditto	Ditto	5 10 0
Ditto	J. Bannister	1 0 0
Mast and cross-trees	J. Tilley	3 1 0
Ditto	C. Pyne	1 15 0
Bowsprit	Jas. Peter	1 1 0
1 anchor	T. Valentine	2 5 0
Boat and oars	Jas. Farmer	2 8 0
Ditto	J. Thomas.. ..	1 0 0
Pintals and Gudgeons' Composition, weighing 100 lbs., at 4½d.	Ditto	1 17 6
	Total	£ 2,188 2 8½

Amounting to the sum of two thousand one hundred and eighty-eight pounds two shillings and eight pence three farthings.

(Signed) R. A. OLDFIELD,
Acting Commissioner of Appraisement and Sale.

Sierra Leone, January 29, 1858.

Account of Contingent Expenses incurred by R. A. Oldfield in the execution of the Commission of Appraisalment and Sale, directed to him on the 7th November, 1857.

	£	s.	d.
To Cash paid Collector of Customs for duties, &c.	117	2	10
„ A. Bouccaud, Interpreter for witnesses	1	6	0
„ Collector of Customs admeasuring the vessel	3	0	0
„ R. A. Oldfield for maintenance of the crew	21	12	6
„ Two Surveyors surveying and reporting on the outfit and equipment	29	8	0
„ R. A. Oldfield appraising the cargo	2	2	0
„ Pilotage	3	2	6
„ Labourers conveying cargo, &c., from wharf to stores, drying sails, &c., and allotting out on the days of sale	18	6	0
„ Store rent	10	0	0
„ Cooper, 7 days attending Surveyors; also on board at sundry times, and on shore; together 12 days, at 5s. per diem	3	0	0
„ H. Deane, Surgeon, for attending master and cook	13	1	0
„ Customs' officer, 6 days' attendance, at 8s. 4d.	2	10	0
„ Landing Clerk on board, at 8s. 4d.	2	10	0
„ Ditto on shore checking cargo, 24 days, at 4s. 2d.	5	0	0
„ For sick lodgings for cook of the vessel	1	5	0
	£233	5	10

Amounting to the sum of two hundred and thirty-three pounds five shillings and ten-pence.

(Signed) R. A. OLDFIELD,
Acting Commissioner of Appraisalment and Sale.

Sierra Leone, January 20, 1858.

MARSHAL'S ACCOUNT.

	£	s.	d.
For proceeding on board the vessel upon her arrival in harbour, ascertaining particulars, and reporting same to the Registry	0	10	0
„ Two copies of the Report sent to Commissioners	0	10	0
„ Serving and returning monition	1	1	0
„ Citing parties to attend Court	0	10	0
„ Attending Court twice, 13s. 4d. each time	1	6	8
„ Taking charge of the vessel from October 2 to December 6, 66 days, at 6s. per diem	19	16	0
„ Taking charge of the vessel on being beached for breaking up, from December 7 to December 29, 23 days, at 3s. per diem	3	9	0
„ Attendance on Surveyors, 7 days	7	7	0
„ Apprehending the crew of the vessel, and keeping them in custody, four persons, at 2l. each	8	0	0
„ Dismantling, unrigging, breaking-up, and demolishing the vessel, 251 tons, at 3s. per ton	37	13	0
„ Cash paid ship-keeper and labourers, as per Voucher No. 1	69	13	6
„ Ditto hire of boats and men, as per Voucher No. 2	9	16	0
„ Ditto paid labourers conveying tobacco, as per Voucher No. 3	5	8	0
„ Ditto hire of boats and men, as per Voucher No. 4	24	10	0
	£189	10	2

Amounting to the sum of one hundred and eighty-nine pounds ten shillings and two-pence.

(Signed) R. A. OLDFIELD, Marshal.

Sierra Leone, January 20, 1858.

Inclosure 2 in No. 1.

Receipt.

British and Spanish Mixed Court of Justice, Sierra Leone.

IN the case of the Spanish vessel "*Conchita*," whereof Eugenio Bayona was master, seized and taken by Her Britannic Majesty's steam-vessel "*Firefly*," George Fiott Day, Esquire, Commander, for illicit Traffic in Slaves, 1,688l. 15s. 0 $\frac{1}{2}$ d.

Received the 28th day of January, in the year of our Lord one thousand eight hundred and fifty-eight, out of the registry of the said Court, the sum of one thousand six hundred and eighty-eight pounds fifteen shillings and three farthings sterling, said to be the proceeds arising from the sale of the said vessel and cargo, for which I have signed three receipts, of the same tenour and date, to serve as one.

(Signed) JAS. A. F. MAITLAND, Acting Commissary-General.

No. 2.

Her Majesty's Acting Judge to the Earl of Clarendon.—(Received April 19.)

My Lord,

Sierra Leone, February 15, 1858.

I HAVE the honour to present to your Lordship my Report on the state of the Slave Trade on this coast during the past year, with such information on the subject as I have had the opportunity of obtaining.

During the above period, one case only has been adjudicated by the British and Foreign Mixed Courts of Justice, established in this Colony for the suppression of the Slave Trade, that of the Spanish barque "*Conchita*," which vessel was condemned by the British and Spanish Court, on the ground of her being equipped for the Slave Trade.

The total number of cases adjudicated by the Mixed Courts up to the 31st of December, 1857, amount to 532, and the total number of slaves emancipated and registered in those Courts remains the same as at the date of the last Annual Report, viz., 56,935.

The number of cases which have been adjudicated by the Vice-Admiralty Court of this Colony during the past year, is, I regret to say, most unusually large, and proves that the Slave Trade, which appeared at the close of 1856 to be almost extinct on the West Coast of Africa, has since then sprung up again with renewed vigour.

The number of vessels which were captured on suspicion of Slave Trade during 1857 by Her Majesty's cruisers on this coast, and condemned by the Vice-Admiralty Court of this Colony, under the Act 2 & 3 Vict., cap. 73, amounts to fifteen, besides two native launches which were captured on the South Coast.

Four of those vessels and the launches were captured with slaves on board, amounting altogether in number to 942, of whom 160 died before adjudication; thus reducing the total number emancipated to 782; the remainder of the above vessels were all fully equipped for the Slave Trade, and were condemned on that ground.

As all the vessels above alluded to were captured without papers or colours, I am unable positively to state their nationality, but there can be little doubt that the whole of them were Spanish property, the greater part having come out to the coast under the American flag, and the flag and papers having been destroyed previous to capture; the crews of the captured vessels were generally composed of Spaniards and Portuguese.

Of the above captures, five were made on the Bight of Benin, and the remainder on the South Coast.

A Spanish vessel named the "*Antonio*," and a native canoe captured with 41 slaves on board, have also been condemned by the Vice-Admiralty Court of this Colony during the past year, under the Act 5 Geo. IV, cap. 113.

The "*Antonio*" was detained within British waters at Pram Pram, on the Gold Coast, by the orders of Sir Benjamin Pine, the Governor of that settlement; she was fully equipped for the Slave Trade, and her crew delivered up the vessel voluntarily to the British authorities; the canoe was captured within the waters of this colony by Mr. Macartney, the Manager of the Western District, whilst on her way from the Sherbro to the north.

I have not heard of any shipments of slaves having taken place to the north of this Colony during the past year, though one or two slavers, which were subsequently captured in the Bight of Benin and on the South Coast, are known to have visited the River Pongas, during the early part of the year; these vessels, although well known to be slavers, were protected from capture by the use of United States' colours and papers, but they were compelled, through the vigilance of Her Majesty's cruisers, to depart without effecting their object.

I fear that there can be no doubt that many shipments of slaves have, in spite of all the exertions of Her Majesty's cruisers, taken place during the past year, from the Bight of Benin and from the South Coast, though I have no information enabling me to make any precise statement on that point. The two great centres of the revived Slave Trade would appear to be Whydah and its neighbourhood, in the Bight of Benin, near which place it is stated that there are barracoons capable of containing 3,000 slaves; and the Congo, on the South Coast.

Whilst it is a matter for regret that the Cuban Slave Trade should have unexpectedly revived to so considerable an extent during the past year, it is

CLASS A.

gratifying to perceive that there has been no appearance of the renewal of the Slave Trade to Brazil; no vessel under the Brazilian flag has been detained by Her Majesty's cruisers during 1857, and there is no reason, as far as I am aware, for supposing that any of the slave-vessels whose condemnation I have reported, excepting possibly the "*Conchita*," were intended to carry slaves to Brazil.

I have, &c.

(Signed) G. SKELTON.

No. 3.

Her Majesty's Acting Judge to the Earl of Clarendon.—(Received April 19.)

(Extract.)

Sierra Leone, March 15, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 30th of January last, conveying to me your Lordship's approval of the course pursued with regard to the prisoners taken on board the Spanish vessel "*Conchita*."

No. 4.

Her Majesty's Acting Judge to the Earl of Shelburne.—(Received April 19.)

My Lord,

Sierra Leone, March 31, 1858.

I HAVE the honour to acquaint your Lordship that no payment has been made by the Courts of Mixed Commission, to the Liberated African Department in this colony, on account of captured slaves during the quarter ending this day.

I have, &c.

(Signed) G. SKELTON.

No. 5.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received June 8.)

My Lord,

Sierra Leone, April 25, 1858.

I HAVE the honour to report to your Lordship that Don Joaquim Zugasti, the recently appointed Judge of the British and Spanish Mixed Court of Justice, on the part of Her Catholic Majesty, arrived in this Colony on the 10th instant, and took the required oath of office before the Chief Justice on the 14th instant.

I have, &c.

(Signed) G. SKELTON.

No. 7.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received July 13.)

My Lord,

Sierra Leone, April 12, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 19th ultimo, inclosing an extract of a despatch from Mr. Crawford, Her Majesty's Consul-General in Cuba, respecting the fitting out in that Island of vessels destined to be employed in the African Slave Trade.

In obedience to your Lordship's instructions, I have communicated the information contained in that despatch to Commander Hickley, of Her Majesty's ship "*Childers*," the senior naval officer of this part of the station, who has forwarded it to the senior naval officer in the Bights, and to the Commodore, who is now on the South Coast.

I have, &c.

(Signed) G. SKELTON.

No. 8.

Her Majesty's Acting Judge to Mr. Fitzgerald.—(Received August 9.)

Sir,

Sierra Leone, June 30, 1858.

I HAVE the honour to acquaint you that no payments have been made by the Courts of Mixed Commission to the Liberated African Department in this Colony, on account of the captured slaves, during the quarter ending this day.

I have, &c.

(Signed) G. SKELTON.

No. 9.

Her Majesty's Acting Judge to Mr. Fitzgerald.—(Received August 9.)

Sir,

Sierra Leone, June 30, 1858.

I HAVE the honour to acquaint you that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, British and Chilian, British and Equatorial Mixed Courts of Justice, established in this Colony for the prevention of the illicit Traffic in Slaves, during the half-year ending this day.

I have, &c.

(Signed) G. SKELTON.

No. 10.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Sierra Leone, June 30, 1858.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and, consequently, that none have been registered by the Courts of Mixed Commission at this station during the half-year ending this day.

I have, &c.

(Signed) G. SKELTON.

No. 11.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Sierra Leone, July 8, 1858.

I HAVE the honour to transmit herewith to your Lordship a Return of the vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in the Colony, during the half-year ending on the 30th of June last.

I have, &c.

(Signed) G. SKELTON.

Inclosure in No. 11.

RETURN of Vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated by the Vice-Admiralty Court at Sierra Leone, from January 1 to June 30, 1858.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number of Slaves before adjudication.	Total number emancipated.	Tonnage. English.	Deceitful part of Seizure, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or prosecution instituted.	Whether property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
1. Niagara .	None	Jno. W. Daney .	1857 Dec. 7	Lat. Long. Lomago Bay	Schooner, stores, and money	Geo. F. Burgess, Commander Her Majesty's ship "Hecate"	1858 Jan. 4	...	...	...	Under Rule 9 of 17 & 18 Vict., c. 184, s. 93 173 1/2	Forfeiture	2 & 3 Vict., c. 73	Vessel broken up; materials and stores sold by public auction; proceeds paid into the military chest	This vessel had an American flag flying previous to capture. It is supposed to have been destroyed by the master, with the ship's papers. She was fully equipped for the Slave Trade.
2. Wintemoyeh	None	L. Fairflower	1858 Feb. 27	60 13' S. 120 9' E.	Schooner & stores	R. W. Courtney, Commander Her Majesty's ship "Conflict"	Mar. 20	...	...	...	94 1/2	Ditto	Ditto	Ditto	An American flag was seen flying on board of this vessel before capture; it was, however, with the papers, supposed to have been thrown overboard by the captain, as neither colours nor papers could be found on board. She was fully equipped for the Slave Trade.
Almeida .	None	— Fisher	Mar. 12	3° 45' S. 11° 50' E.	Barque and stores	Ditto	Apr. 13	...	...	...	225 1/2	Ditto	Ditto	Ditto	An American flag was also flying on board this vessel, but it was thrown overboard by the master, with ship's papers, prior to seizure. She was fully equipped for the Slave Trade.
4. Name unknown	None	Unknown	Apr. 15	About 4 miles off Cape Verda	Schooner & stores	Jas. Hunt, Commander Her Majesty's ship "Alceto"	Apr. 27	...	...	...	113 1/2	Ditto	Ditto	Ditto	No colours or papers were found on board of this vessel. She was fully equipped for the Slave Trade.
5. Robert M'Clarton	None	Jno. Gardner	Mar. 22	4° 46' S. 11° 15' 30" E.	Brigantine, stores, and money	Wm. Bowden, Commander Her Majesty's ship "Medusa"	May 4	...	...	...	149 1/2	Ditto	Ditto	Ditto	An American flag was seen flying on board of this vessel; it was, however, thrown overboard, with the ship's papers, by the captain, prior to capture. She was fully equipped for Slave Trade.
6. Minnetonka	None	Jno. Bardon	Apr. 13	4° 15' S. 10° 40' E.	Barque, stores, and money	Wm. H. Truscott, Commander Her Majesty's ship "Heron"	May 10	...	...	...	221 1/2	Ditto	Ditto	Ditto	An American flag was shown in the rigging of this vessel, but, previous to capture, it was thrown overboard by the master. Six papers were found on board, amongst which are an American register and bill of sale of the vessel. She was fully equipped for Slave Trade.
7. General Scott	None	Aaron T. Kenney	May 5	5° 35' 40" S. 94° 9' 45" E.	Schooner, stores, and money	Wm. H. Whyte, Lieutenant Commanding Her Majesty's ship "Tuscar"	May 29	...	...	...	123 1/2	Ditto	Ditto	Ditto	American colours were flying on board this vessel prior to capture, but after capture neither it nor any papers could be found, having been destroyed by the captain. She was fully equipped for the Slave Trade.

NOTE.—The proceeds of the following vessels, viz.: the brigantine, name unknown, W. A. Spencer, Master, seized by Commodore Wise, of Her Majesty's ship "Venustus"; the barque, "Clara B. Williams," M. Cousley, Master; the barque, name unknown, name of master unknown; and the schooner, "Lewis Mc Lane," W. H. Hinkley, Master, seized by Jas. Hunt, Esq., Commander of Her Majesty's ship "Alceto," shown in the half-yearly Return ending December 31, 1857, as remaining in the hands of the Marshal, have, since that period, been received into the Registry, and paid into the military chest.

(Signed) GEO. W. NICOL, Acting Registrar.

Sierra Leone, July 1, 1858.

No. 12.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Sierra Leone, July 17, 1858.

I HAVE the honour to state to your Lordship that I intend to avail myself of the leave of absence granted to me by Mr. Fitzgerald's letter of the 23rd of April last, and that I shall leave this colony by the mail-steamer which is appointed to sail hence on the 19th or 20th instant.

I have, &c.
(Signed) G. SKELTON.

No. 13.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Sierra Leone, July 16, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 23rd ultimo, with its inclosure, respecting the schooner "*Lydia Gibbs*," which had sailed from Charleston, in the United States, and was supposed to be intended for the Slave Trade.

I have the honour to inform your Lordship that the "*Lydia Gibbs*" was captured off Whydah, by Her Majesty's ship "*Trident*," on the 29th of May last, fully equipped for the Slave Trade, and without papers or colours, and sent for adjudication before the Court of Vice-Admiralty in this Colony, by which Court she was condemned on the 14th instant, under the Act 2 & 3 Vict., cap. 73.

Under these circumstances, I thought it unnecessary to act upon your Lordship's instructions to forward to Her Majesty's Consuls at Lagos and Fernando Po, the information communicated by Her Majesty's Consul at Charleston respecting the above vessel.

I have, &c.
(Signed) G. SKELTON.

No. 14.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received September 8.)

My Lord,

Sierra Leone, August 2, 1858.

I HAVE the honour to report to your Lordship the departure hence for England, on the 20th ultimo, of George Skelton, Esq., Her Majesty's Acting Judge, and my assumption of the said office on the following day, in accordance with the existing Treaties between Great Britain and foreign Powers for the suppression of the Slave Trade.

I have, &c.
(Signed) STEPHEN J. HILL.

No. 15.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received November 8.)

Sir,

Sierra Leone, September 30, 1858.

I HAVE the honour to acquaint you that no payments have been made by the Courts of Mixed Commission to the Liberated African Department in this colony, on account of captured slaves, during the quarter ending this day.

I have, &c.
(Signed) STEPHEN J. HILL.

No. 16.

The Earl of Malmesbury to Her Majesty's Acting Judge.

Sir,

Foreign Office, January 22, 1859.

I TRANSMIT to you herewith a copy of a despatch from Her Majesty's Consul-General in Cuba,* containing information respecting three American vessels the "*Ardennes*," "*Enterprise*," and "*Mianus*," which are suspected of being destined to be employed in the Slave Trade; and I have to desire that you will make known the information contained in this despatch to the Commanders of any of Her Majesty's ships of war with whom you may be able to communicate.

I am, &c.

(Signed) MALMESBURY.

No. 17.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received February 9.)

Sir,

Sierra Leone, January 11, 1859.

I HAVE the honour to acquaint you that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, British and Chilian, nor the British and Equatorial Mixed Courts of Justice, established in this Colony for the prevention of the illicit Traffic in Slaves, during the half year ending 31st December, 1858.

I have, &c.

(Signed) STEPHEN J. HILL.

No. 18.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received February 9.)

My Lord,

Sierra Leone, January 11, 1859.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently that none have been registered by the Courts of Mixed Commission at this station, during the half year ending 31st December, 1858.

I have, &c.

(Signed) STEPHEN J. HILL.

No. 19.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received February 9.)

My Lord,

Sierra Leone, January 18, 1859.

I HAVE the honour to transmit herewith to your Lordship a return of the vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony, during the half year ending on the 31st of December, 1858, under the Acts "5 George IV, cap. 113," and "2 & 3 Vict., cap. 73."

I have, &c.

(Signed) G. SKELTON.

Inclosure in No. 19.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and Adjudicated by the Vice-Admiralty Court at Sierra Leone, from July 1, to December 31, 1858.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number of Slaves adjudicated.	Total Number emancipated.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or prosecution instituted.	Whether property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
Lydia Gibbs ...	None ...	Unknown ...	1858 May 29	Lat. 6° 19' N. 8° 1' E. Off Whydah	Schooner, stores, and moneys	Francis A. Close, Commander, H. M. S. "Trident."	1858 July 14	...	...	...	Under rule 3 of c. 104, s. 22. 150 ¹¹ / ₁₆ tons	Forfeiture ...	2 & 3 Vict., c. 73	Vessel broken up; materials and stores sold by public auction; proceeds, with the moneys on board, paid into the military chest	This vessel was fully equipped for the Slave Trade; she had neither flag nor papers on board at time of seizure. The name, "Lydia Gibbs," was painted on her stern. The whole of her crew, 18 in number, were landed at Whydah.
Unknown ...	None ...	Wm. Mason ...	June 26	Within a quarter of a mile of Kent, Sierra Leone	Boat and 1 slave	E. A. C. Macartney, Esq., Manager, Western District, Sierra Leone	Sept. 2	1	...	1	...	Restitution of boat and goods	3 Geo. IV, c. 113	...	The Judge certified there was probable cause for seizure.
Unknown ...	None ...	Unknown ...	Sept. 15	8° 49' S. 11° 37' E. Off Calonga Bay	Schooner and stores	A. B. Hodgkinson, Esq., Lieutenant-Commanding H. M.'s steam gun-boat "Viper"	Oct. 21	...	...	...	171 ¹¹ / ₁₆ tons	Forfeiture ...	2 & 3 Vict., c. 73	Vessel broken up; materials and stores sold by public auction; proceeds in the hands of the Marshal of the Court	No colours or papers were found on board this vessel; she was fully equipped for the Slave Trade, and was deserted prior to seizure.

NOTE.—The proceeds of the following vessels, viz.: the brigantine "Robert M. Charlton;" the barque "Minnetonka;" and schooner "General Scott," which had not been paid into the Military Chest on the 30th June last, have, since that period, been paid into that Chest.

Sierra Leone, January 1, 1859.

(Signed) GEO. W. NICOL, Registrar.

No. 20.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received February 9.)

My Lord.

Sierra Leone, January 15, 1859.

I HAVE the honour to report my arrival in this Colony on the 12th instant, to resume the duties of Her Majesty's Judge of the British and Foreign Mixed Courts of Justice.

I have, &c.
(Signed) G. SKELTON.

No. 21.

The Earl of Malmesbury to Her Majesty's Acting Judge.

Sir,

Foreign Office, February 10, 1859.

I TRANSMIT to you herewith an extract of a despatch from Mr. Crawford,* Her Majesty's Judge in the Mixed Commission Court established at the Havana, containing a list of vessels, some of which are reported to have already sailed, and others as being about to sail for the African coast, and are suspected of being intended to be employed in the Slave Trade; and I have to desire that you will make known the particulars contained in Mr. Crawford's despatch to the commanders of any of Her Majesty's ships with whom you may be able to communicate.

I am, &c.
(Signed) MALMESBURY.

No. 22.

Her Majesty's Acting Judge to the Earl of Malmesbury.—(Received March 11.)

My Lord,

Sierra Leone, February 17, 1859.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 22nd ultimo, inclosing a copy of a despatch from Her Majesty's Consul-General in Cuba, respecting the American vessels "*Ardennes*," "*Enterprize*," and "*Mianus*," which had sailed from that island under circumstances inducing the suspicion that they were intended for the Slave Trade on the West Coast of Africa.

I have the honour to state in reply, that Commodore Wise, who is at present at this place, has received the same intelligence from the Admiralty, and has published it for the information of the squadron.

I have, &c.
(Signed) G. SKELTON.

HAVANA.

No. 23.

Mr. Fitzgerald to Mr. Ryder.

Sir, *Foreign Office, April 5, 1858.*
I AM directed by the Earl of Malmesbury to transmit to you herewith the Queen's Commission, appointing you to be Arbitrator on the part of Her Majesty in the Mixed Commission Court established at the Havana, under the Treaty of the 28th June, 1835, between this country and Spain for the suppression of the Slave Trade.

I am, &c.
(Signed) W. S. V. FITZGERALD.

No. 24.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received April 19.)

My Lord, *Havana, February 26, 1858.*
WE have the honour of acknowledging the receipt of your Lordship's despatch dated the 13th ultimo, in which, with reference to Mr. Lousada's despatch of the 25th of November last, your Lordship approves of the answer which he returned to the Captain-General of Cuba, as to whether, as he was only performing the duties of Acting Judge during Mr. Crawford's absence, he had the power of appointing an Arbitrator in his own place.

We have, &c.
(Signed) JOS. T. CRAWFORD.
FRANCIS LOUSADA..

No. 25.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received April 19.)

(Extract.) *Havana, February 26, 1858.*
WITH reference to the insufficiency of the naval forces of Her Majesty for prevention of the Slave Trade here in Cuba, we would also respectfully state to your Lordship, that the few suitable vessels belonging to the Spanish fleet upon this station have been inefficient. Constantly needing repairs, they are much of their time in harbour. The engines of the steamers are in a bad state, requiring that they should come here to the arsenal, so they are no longer the active cruisers which they were; and that, being well-known to the slave-traders, we are of opinion, has given an impulse to the traffic, and that they have been emboldened also by the absence, for so long a time, of any of Her Majesty's cruisers.

The sailing of vessels to be employed in the Slave Trade, from this and other ports of the Island, as from various ports of the United States, is of very frequent occurrence, and we deem it our duty to report to your Lordship that the detestable traffic is being carried on upon a scale as extensive as it ever was since the celebration of the Treaty for its suppression.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received April 19.)

My Lord,

Havana, February 27, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 30th ultimo,* inclosing for my information copies of two despatches from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda, reporting the circumstance of the capture, by a boat belonging to Her Majesty's ship "Alecto," in Cabenda Bay, on the 2nd of December last, of the Spanish barque "*Restauracion*," one of the vessels denounced by me as being intended for employment in the Slave Trade.

We have, &c.
(Signed) JOS. T. CRAWFORD.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received May 4.)

My Lord,

Havana, March 26, 1858.

I HAVE the honour of reporting to your Lordship that Her Majesty's steam-sloop "Styx," Commander Charles Vesey, detained and sent into this port, where she arrived on the 23rd instant, the Spanish schooner "*Juanita*," Garcia, master, which was fallen in with on the 22nd, on her voyage from this to Cardenas, said schooner having on board fifty casks filled with salt-water, and not having any certificate such as is prescribed by Article X of the Treaty for Suppression of the Slave Trade.

This case having been brought before the Mixed Court on the 24th, and it appearing by the evidence that the casks found on board the "*Juanita*" were carried for ballast, and not for slave-trading, or any illicit purpose; moreover, that there was no reason to suspect the master or patron (who was himself a part owner of the "*Juanita*"), of being in any way engaged in the Traffic of Slaves, but in his lawful pursuits as a drogher or coaster, I concurred with my Spanish colleague in the sentence which was pronounced by the Court, a translation of which I have the honour of inclosing herewith to your Lordship, liberating said vessel, but declaring her detention to have been justifiable, and she was liberated accordingly the same day.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 27.

Sentence in the case of the "Juanita."

(Translation.)

Havana, March 24, 1858.

IN view of the foregoing declarations of the Commander of Her Britannic Majesty's steamer "Styx," Mr. Charles Vesey, and of those of the master and two men of the Spanish merchant schooner "*Juanita*." Considering, that although on the one hand it was perfectly justifiable on the part of the said Commander to detain and send in, for adjudication in this Court, the said schooner, for having on board fifty casks of water, without Custom-house certificate from the port of clearance, as to the lawful use of these casks, contrary to the provisions of Article X of the existing Treaty; it has been, on the other hand, satisfactorily proved that the vessel carried them only as ballast, not having cargo on board, there being, besides, no other reason to lead to the belief that she was employed in Slave Traffic, but in lawful coasting trade, the said Spanish merchant schooner "*Juanita*" is declared free, along with her master and crew, without prejudice to them on account of these proceedings, and in consequence let the detained vessel be delivered up to the master, together with the documents seized by the captor, and which are filed in this suit.

(Signed) JOSE MANUEL ESPELIUS.
JOS. T. CRAWFORD.
CRISTOVAL VALDES Y BAVENT, *Secretary*.

No. 28.

Her Majesty's Commissary Judge to the Earl of Malmesbury.— (Received May 4.)

My Lord,

Havana; March 26, 1858.

I HAVE the honour of reporting to your Lordship that Commander Vesey, on the 22nd instant, captured (Her Majesty's steam-sloop "Styx," under his command, being in company with gun-boat "Jasper"), a large ship, fully equipped for the Slave Trade, having her slave-deck laid, her large coppers and other fittings for upwards of 1,200 slaves on board, besides a quantity of money, said to be about 34,000 dollars in gold.

This ship had sailed from the Havana that same morning; had four guns of small calibre mounted; was manned by forty-one men, fully provided with small arms; and it is Commander Vesey's opinion would have resisted boats, or even the gunboat. She was chased for about four hours, showing Spanish colours, which, previous to her being boarded, were sunk, as well as her papers.

No name was acknowledged either of the vessel or captain, and under these circumstances she was sent to Port Royal, Jamaica, for adjudication by the Admiralty Court. From indications discovered on board the prize, I have been enabled to make enquiries here which lead to the conclusion that she was the "*Emilia*," 590 tons measurement; that the master's name is Sust; and that this is not the first time he has been captured in a slaver by Her Majesty's cruisers.

Following up those inquiries, I find that the "*Emilia*" cleared out at this port for Marseilles with 800 pipes of aguardiente; but I have no doubt it will be found that the casks on board contain water only, the clearing at the Custom House of so much spirits being only a cover for the putting on board of water for the slaves she was intended to carry, which is a common practice in fitting out slavers here and elsewhere in Cuba, as there is no cost consequent of the entry outwards of the aguardiente at the Custom House, that spirit (the rum of the Island) being free of export duty.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 29.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received May 4.)

My Lord,

Havana, March 31, 1858.

I HAVE the honour of reporting to your Lordship that Mr. Lousada, late British Arbitrator in the Mixed Court, left this yesterday, on board the mail steamer, for New York, *en route* to his new post as Her Majesty's Consul at Boston, United States.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 30.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received May 4.)

(Extract.)

Havana, April 8, 1858.

THE spirit of slave-trading here appears not to have been checked by the numerous captures effected by Her Majesty's cruisers; their losses and disappointments, on the contrary, have increased their energies and given a new impulse to their adventurous character.

Such will be apparent to your Lordship when I state that there are several vessels now ready in the port to sail for the Coast of Africa, to be employed in the detestable traffic, viz., the American brig-schooner, "*Mary Elizabeth*," 124 tons, but measures nearly 200; hull black, with narrow red streak; black mast-heads; large house, or cabin, on deck; Henry (American) master; lately purchased; sent to Cay West, where she was transferred to other American owners, probably to the present master, and returned to Havana to fit out.

The American brigantine, or brig-schooner, "*William Montague*," 167 tons.

D 2

The American fore-topsail schooner "*Cortes*," 176 tons; painted black, black mast-heads, masts much raked, and altogether has a rakish clipper appearance.

The American schooner "*Lydia Gibbs*," 114 tons, cleared and sailed 14th March for Anabon.

The American schooner "*Blooming Youth*," 118 tons, sold at Havana, and fitting out.

The American brigantine, or brig-schooner, "*St. Andrew*," 147 tons, sailed on the 30th of March.

No. 31.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received May 31.)

(Extract.)

Havana, May 8, 1858.

I HAVE the honour of acquainting your Lordship that Her Majesty's gunboat "Forward," Lieutenant Davies, Commander, fell in with and captured the schooner "*Cortes*," equipped for the Slave Trade, which vessel sailed from this port 15th ultimo, for Annabon, and is the same which I reported to your Lordship in my of the 8th ultimo as being about to sail.

The "*Cortes*" is said to have had American papers, which were sunk before she was taken by the "Forward," and being thus found without any national character, she has been sent to Port Royal, Jamaica, for adjudication.

The unheard-of extent of the outfits for slave-trading require unusual efforts to check this abominable traffic. It is said, and I believe truly, that not less than fifty vessels have been sent for slaves by the slave-traders of Cuba within the last two months, and from all that I can learn they have not stopped as yet in their preparations for prosecuting the trade, even more vigorously still!

Under these circumstances, I do not consider that this island can be watched, and the Slave Trade effectually prevented with a less force than two or three 6-gun steamers and about ten steam gunboats on each side the island; but with such a flotilla, properly directed, I am of opinion that it would be exceedingly difficult, indeed it would be next to impossible, for the slave-traders to have success sufficient for them to continue their efforts.

In a conversation which I had yesterday with General Concha, he expressed to me his regret that the means at the disposition of the Spanish Admiral to employ in putting an end to the detestable traffic is totally inadequate to the service required, and that the few small steamers and other suitable vessels belonging to the Spanish Navy on this station, are quite inefficient and are constantly in port under repairs.

It is to our own efforts, then, that we must trust in this matter, and I would most especially recommend this most important subject to the consideration of Her Majesty's Government, if the Slave Trade is to be put down at all.

No. 32.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received August 2.)

My Lord,

Havana, July 1, 1858.

IN obedience to the Act, 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st day of January and the 1st day of July in each year, I have the honour of transmitting herewith to your Lordship a Return of vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated in the Mixed Court at this place during the last six months.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 32.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and Adjudicated by the Mixed Court at Havana, from January 1 to June 30, 1858.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves Captured.	Tonnage.	Decretal part of Sentence.	Remarks.
Juanita ...	Spanish ...	Garcia ...	1858 March 21	Lat. 23° 21' N. Long. 81° 26' W.	Schooner ...	Commander Vesey, H.M.S. "Styx"	1858 March 24	None	...	Liberated ...	This vessel is a regular coasting trader between Havana and Cardenas, and had on board a number of coals, filled with sea-water, for ballast.

Havana, July 1, 1858.

(Signed)

JOS. T. CRAWFORD, Commissary Judge.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received October 2.)

(Extract.)

Havana, September 3, 1858.

THE number of vessels that have been fitted out, and which have sailed from the ports of this island, and from those of the United States, in 1857, and the current year, has been very considerable, and with few exceptions, the African Slave Trade has been carried on under the American flag.

As I have kept an account of all the vessels, which I have heard of, as being engaged in that abominable Traffic, I beg leave to lay the list before your Lordship, with the observation that I consider it is, in all probability, far from being complete, and that many more expeditions have been sent to the coast, some of which have, doubtless, escaped the vigilance of our cruisers, and have successfully landed their cargoes of slaves on this island.

The list which I have now the honour of submitting to your Lordship comprises 50 American, 7 Spanish, 1 Peruvian, and 1 Norwegian; total, 59 vessels.

Of these, I have learnt that 23 have been captured by Her Majesty's cruisers; 3 by the authorities and cruisers of the United States; 2 are under detention here; 11 had landed cargoes, and 2 of them returned to the coast, were there captured; 19 are not accounted for; 4 were captured by Spanish cruisers.

Inclosure in No. 33.

List of Vessels reported to have Sailed for the Coast of Africa, to be employed in the Slave Trade with Cuba.

Date of Sailing.	Description of Vessel.	Vessel.	Tons.	Cleared for, &c.	Remarks.
1857					
Jan. 10	American brig	Adams Gray	138	New Orleans	Captured, April 16, by Her Majesty's ship "Prometheus."
Feb. 12	" barque	Splendid	..	Cuba, from New York	Captured, July 17, by Portuguese schooner "Cabo Verde."
	" schooner	Panchita	..	Fitted at New York	Captured, May 9, by Her Majesty's ship "Sappho."
	" brig	Jupiter	..	Ditto	Captured, June 29, by "Antelope," with 70 slaves.
	" schooner	Eliza Jane	..	Ditto	Captured, August 24, by "Alecto," in Cabenda Bay.
	" schooner	William Clark	149	Sailed from New Orleans	Captured, August 22, by "Firefly," near Little Popo.
	Spanish barque	Onward	..	..	Captured, September 13, by "Myrmidon."
	American ship	Conchita	..	..	Captured, August 27, by "Firefly," near Whydah.
Jan. 31	"	Charles	..	..	Captured near Annobon.
March 4	"	Crimea	237	Cienfuegos	Landed 514 slaves at Guanamar.
April 4	"	W. D. Miller	128	Monte Video	Landed 415 slaves near Sierra Morena, in July, and was then burnt.
	" barque	Minnetonka	320	Madagascar	Landed 610 slaves at Remedios, in November; returned to the coast on a second slaving expedition, and is said to have been captured.
April 4	nish schooner	Mercedita	..	Remedios	Landed 123 slaves, September 18, at Havana. Owner, — Durañona.
" 7	" barque	Restauracion	..	..	Sailed from Matanzas, and is supposed to have landed a cargo of slaves in Cuba; she then returned to the coast, and was captured, December 2, by "Alecto."
" 16	American ship	Hydra	499	Batavia.	
" 29	Spanish ship	Venus	419	Buenos Ayres.	
May 6	American schooner	Jos. H. Record	109	Monte Video	Captured, September 4, with 191 slaves, in the Bight of Benin.
" 9	" brig	Abbott Devereux	113	Monrovia	Captured, August 1, with 270 slaves, near Whydah, by "Teazer."
" 16	" barque	R. B. Lawton	198	Boston	Supposed to have landed 450 slaves at Sierra Morena.
June 3	" schooner	C. B. Williams	331	Callao	Said to have been captured in the River Congo.
" 23	"	James Buchanan	164	Boston	Landed 300 slaves near the Isle of Pines; went to Yucatan, and was sold there.
July 13	" brig	Windward	177	United States	Captured, November 3, with 630 slaves, near the Congo, by "Alecto."
" 27	Spanish barque	Eloisa (a) Tres Hermano	110	Antwerp	
" 27	American brig	Telegraph	185	United States	Landed a cargo of slaves in Cuba.
August 1	"	Braman	185	Key West	Captured by Her Majesty's ship "Vesuvius."
" 4	"	la de Cardenas	116	Monte Video	
" 19	Spanish barque	Niagara	72	United States	Said to have been captured or destroyed.
" 20	Peruvian schooner	Architect	520	Buenos Ayres	
Oct. 25	American brig	C. Perkins	176	St. Thomas	
	" schooner	Wintermoyeh	109	Boston	Landed 400 slaves near Mariel. Went to Sisal, Yucatan, and returned to Havana, May 30, 1858. Was fitting out for another slave voyage when seized by the authorities, and is now under detention.
Dec. 18	" barque	Paez (a) Mazeppa	..	..	Captured by "Conflict."
	"	Petrol	..	..	Of Philadelphia. Was captured, September 10, with 385 slaves on board, by Spanish schooner "Cristina."
	"	"	..	..	Of Mobile. Was captured, October 15, with 537 slaves on board, by Spanish steamer "Neptuno."

List of Vessels reported to have sailed for the Coast of Africa, &c.—*continued*.

Date of Sailing.	Description of Vessel.	Vessel.	Tons.	Cleared for, &c.	Remarks.
1857					
Dec. 18	American barque	Vesta	..	..	Of Boston. Was captured, October 23, with 169 slaves on board, by Spanish schooner "Isabel 2a."
	"	Lexington	..	..	Of Boston. Was captured, October 23, with 497 slaves on board, by Spanish steamer "Venadito."
1858					
Jan. 5	"	Almeida	..	..	Sailed from St. Jago de Cuba, and was captured, April 26, by "Conflict."
" 5	brig	R. M. Charlton	147	St. Thomas.	
Feb. 9	"	General Scott	148	Ditto.	
" 9	"	Henry Cole	191	..	
" 9	"	Putnam (a) Echo	197	New Orleans	
" 11	barque	E. A. Rawlins	..	..	Captured, August 21, with 328 slaves, by United States' brig "Dolphin," off Double Headed Shot Cays.
" 14	" schooner	Angeline	149	Boston	Sailed from New Orleans for St. Thomas, and landed 650 slaves at Punta de la Teja, after which she went to Savannah, United States, where she was fined 500 dollars for irregularity of papers.
" 16	Norwegian brig	St. Olof	150	Buenos Ayres.	Supposed to have landed 300 slaves at Punta Gorda, near Matanzas, June 26.
" 25	American barque	Governor Parris	275	Portland.	
March 14	" schooner	Lydia Gibbs	114	Annobon	Captured, May 29, near Whydah, by "Trident."
" 21	Spanish ship	Emilia	590	Marseilles	Captured, March 22, by "Styx."
" 27	American brig	St. Andrew	147	Charleston	Captured, with over 300 slaves, and sent to St. Helena. Crew arrived here in a Dutch coolie ship, on August 31.
April 15	" schooner	Cortes	315	Annobon	Captured by "Forward," off Cayo Piedra.
" 19	brig	Mary Elizabeth	124	St. Thomas.	
" 22	barque	Venus	240	Annobon.	
May	brig	Huntress	..	..	Sailed from Matanzas; was chased into Key West by the "Styx," and seized there by the American authorities.
"	"	Kate Helen	..	..	Sailed from Matanzas.
June 16	" schooner	Austin	132	Mosquito.	
" 19	barque	General Green	242	Charleston.	Cleared for Macao, from St. Jago de Cuba, and is owned by Bautista, a Portuguese.
" 25	brig	Juliet	..	..	
30	ketch	Brothers	142	Charleston.	Seized by the American authorities there.
July 5	barque	Lyra	207	Key West	Sailed from Matanzas.
" 6	brig	Rufus Soule	173	Liberia	Sailed from St. Jago de Cuba, and fitted out by the same parties who owned the "Almeida."
" 19	barque	J. W. Reid	350	..	Landed a cargo of slaves in Cuba; went to Laguna, from whence she arrived here on the 14th of April last, and was fitted out for another expedition to Africa, when seized, July 17, by the Spanish authorities, and is still under detention.
"	brig	Nancy	219	..	

(Signed) JOS. T. CRAWFORD, *Commissary Judge*.

No. 34.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received November 1.)

(Extract.)

Havana, October 1, 1858.

WITH reference to the despatch of the 26th of January last,* which was addressed to your Lordship by Her Majesty's Commissioners, in which it was shown that the number of slaves which are landed annually in Cuba, no notice of which ever reaches this Commission, exceeds the proportion of one-third, which it has been customary to add to the sum of those we are able to particularize; and the list which accompanied that despatch, the American vessel, "*James Buchanan*," is therein mentioned as having effected a landing of her cargo, after which she proceeded to Sizal.

I believe that not only the "*James Buchanan*," but other vessels, have made many successful voyages in the Slave Trade, as to which no intelligence has ever reached Her Majesty's officers here stationed.

No. 36.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received December 2.)

My Lord,

Havana, October 31, 1858.

THE Spanish steamer of war, "*General Lezo*," brought into this port last night, or early this morning, a vessel barque-rigged, having on board 600 Bozal negroes.

This slaver, it seems, had put a part of her living cargo of human beings into lighters off the Coast, near Cardenas; and one of the said lighters, a sloop, as I understand, having some fifty Bozals on board, fell into the hands of the authorities there. The barque is evidently American-built, between 300 and 400 tons; and the crew, it was said, effected their escape in the slaver's boats; but, according to another statement, they were allowed to go away after the prize had been brought into port.

I have been informed that this slaver is the "*Venus of New Orleans*," but I am not certain as to this; there is no name visible on her stern, and neither papers nor colours were found on board her.

Some unaccountable panic, it appears, caused the master and crew to desist from the already commenced landing of the slaves near Cardenas, and put out to sea. Telegraphic intelligence was sent on from Cardenas, and the slaver having been seen drifting about (those on board were seemingly indifferent about their fate, so completely disheartened had they become), therefore the "*General Lezo*," ordered upon this service, left Havana about 2 p.m. on the 30th, and had secured their prize before it was dark the same evening.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 38.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received February 2, 1859.)

My Lord,

Havana, December 31, 1858.

I HAVE the honour of reporting to your Lordship that no emancipated negroes have been sent from this to Jamaica during the present year.

I have, &c.

(Signed) JOS. T. CRAWFORD.

* Class A, presented 1858, No. 55.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received February 2, 1859.)

(Extract.)

Havana, December 31, 1858.

THE enormous increase of the Slave Trade within the year this day ended has, doubtless, occupied your Lordship's attention, since the extensive preparations for its being carried on upon an extended scale were reported by me long ago; but there seems to be no diminution of the activity and means which are employed by the slavers, whose efforts are encouraged by their continued success, and their finding no difficulty in landing and passing the newly-imported negroes on through the country to the estates, where, as they are provided with cédulas, baptismal certificates, &c., they may be considered safe. Such is the nature of the corrupt arrangements which the free use of money enables them to make with the Spanish authorities.

During the last month several American vessels have been sold here, and have been purchased by parties suspected of being concerned in the Traffic, so that the following are supposed to be destined for the coast of Africa, and most of them, if not all, will certainly proceed to the coast, and bring slaves to Cuba, viz.:—

American barque "*J. J. Cobb*," 307 tons; cleared 17th, sailed 20th instant.

American barque "*Horatio*," 517 tons, intended to clear for New Orleans.

American brig "*Huntress*," 164 tons, is the same that was seized at Key West for slave-trading by the American authorities, into which place she was pursued by Her Majesty's steamer "*Styx*," when she sailed from Matanzas. Said "*Huntress*" came afterwards to this port, and cleared here for Key West on the 13th instant, in ballast.

Spanish barque "*Lorencita*," 300 tons, cleared for La Guayra, 14th December, with twenty-five pipes of rum.

American barque "*E. A. Rawlins*," 278 tons, now in port, arrived from Savannah, has been in the Slave Trade, and as she is consigned to notorious slavers, will, no doubt, be again sent to the coast.

No. 40.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received February 2.)

My Lord,

Havana, January 1, 1859.

IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st day of January and the 1st day of July in each year, I have the honour to report that there was no case brought for adjudication before the Mixed Court of Justice at this place during the last six months.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 41.

Her Majesty's Commissary Judge to the Earl of Malmesbury.—(Received March 2.)

My Lord,

Havana, January 25, 1859.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated 29th of December last, transmitting for my information a copy of a despatch from Mr. Buchanan, Her Majesty's Minister at Madrid, reporting what passed at a conversation which he had with the Spanish Minister for Foreign Affairs on the subject of the Cuban Slave Trade.

The Spanish Government always pretend to be devising measures, and inviting the Captains-General to suggest the means, for effectually putting an end to the Traffic.

But I am very much afraid that there is no sincerity in those demonstrations, since the means already at the disposition of these authorities are scarcely ever effec-

tually employed, and are constantly evaded with impunity, owing to the system of venality which prevails, so that it is very questionable, if the fullest authority were to be conferred upon the Captain-General, whether the results would be materially different, unless a responsibility were attached and enforced as to the performance of the duties in that respect, and he were answerable for the introduction of slaves, unless it could be satisfactorily shown that such infraction of the law, and of the existing Treaty, could not have been prevented, nor the parties detected and duly punished.

I have, &c.
(Signed) JOS. T. CRAWFORD.

CAPE OF GOOD HOPE.

No. 42.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received April 5.)

My Lord,

Cape Town, February 15, 1858.

WE have the honour to acknowledge the receipt of your Lordship's despatch of the 5th January last,* inclosing for our information, under flying seal, three despatches for Her Majesty's Consul at Mozambique upon matters connected with the Slave Trade on the East Coast of Africa.

We have communicated to the senior naval officer on this station the intelligence that the ship "*Minnetonka*" had landed a cargo of slaves, and had again been dispatched on a slaving expedition by Señor Gabargas of the Havana.

We shall not omit to forward your Lordship's despatches to Mr. McLeod by the first opportunity.

We have, &c.
(Signed) GEO. FRERE.
 FREDERIC R. SURTEES.

No. 43.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received August 21.)

My Lord,

Cape Town, July 2, 1858.

WE have the honour to acquaint your Lordship that no case has been adjudicated by the Mixed Commission of which we are members, during the half-year ending June 30, 1858.

We have, &c.
(Signed) GEO. FRERE.
 FREDERIC R. SURTEES.

No. 44.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received October 5.)

My Lord,

Cape Town, August 20, 1858.

WE have the honour to inform your Lordship that, on the 7th instant, Lieutenant Wm. Harris, of Her Majesty's ship "*Lyra*," brought into this Mixed Commission the papers of the Portuguese dhow, "*Flor de Moçambique*," which vessel was seized, and subsequently destroyed, by Her Majesty's ship "*Lyra*," on the 20th of May last, on suspicion of being engaged in the Slave Trade, there being ten negroes on board.

The case being still before the Court, we are unable to communicate to your Lordship the particulars thereof, but we hope to lay the Report before your Lordship by the next mail.

We have, &c.
(Signed) GEO. FRERE.
 FREDERIC R. SURTEES.

* Class A, presented 1858, No. 62.

No. 45.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received October 29.)

My Lord,

Cape Town, September 13, 1858.

WITH reference to our despatch of the 20th August, reporting the detention of the Portuguese dhow, "*Flor de Moçambique*," Abduremane Ibraim, master, by Her Majesty's ship "*Lyra*," Commander Oldfield, we have now the honour to transmit to your Lordship our Report of the case of that vessel, with copies of the evidence and papers filed, and of the sentence which decreed her restoration to her owners, but without costs, damages, or expenses.

This vessel was built at Mozambique before 1856, and had since that year been regularly employed in the coasting trade. When taken on the 20th of May last, she was two days out from Quillimane, on her way back to Mozambique, with her papers duly certified by the Portuguese authorities, and having on board a legal cargo, a mail, and despatches for the Government officers at Mozambique.

Commander Oldfield was led to detain her, because she had on board 10 negroes, of whom 6 were described, in an order for their embarkation by the Acting Governor of Quillimane, as rebel highwaymen, on their way to Mozambique as prisoners, and 4 were boys, who were said to belong to the crew of the vessel; whereas, neither these so-called prisoners, nor sailors, at all answered to the description given of them in the papers produced to the captor.

There were also other circumstances of suspicion, such as six shackles and a chain; a larger boiler, and a greater quantity of provisions and water than were, in the opinion of the captor, requisite for the crew of the vessel as a merchant vessel; and these suspicions were further enhanced by the official report of Mr. Consul McLeod, who was a passenger on board Her Majesty's ship "*Lyra*," that the master of the dhow had admitted, in conversation with him, that the negroes on board were slaves, and that he had remonstrated with the Governor against their being put on board, but had been told that his papers would protect his vessel.

Commander Oldfield, having decided to send the case for trial, and being of opinion that the vessel was unfit to make the voyage to the Cape, took the crew and negroes, with the greater portion of the cargo, on board Her Majesty's ship "*Lyra*," and destroyed the dhow by fire.

He afterwards sent eighteen of the crew on shore at the Bazaruto Islands, and forwarded the papers, and the remaining persons found on board the dhow namely, the master, mate, and cook, and the 10 negroes to this port, in charge of Lieutenant Harris, as prize-officer.

Among the papers taken on board the vessel were certain official despatches, and a mail addressed to the Post-office at Mozambique, which were taken charge of by the Portuguese Commissioner, with the consent of the British Commissioner.

There were also a number of loose sealed letters addressed to persons at Mozambique, and two or three other papers, which were made up into a parcel by order of Commander Oldfield, and brought into Court.

The British Commissioner proposed that these sealed letters should be opened and examined, if required, as evidence in the case; but this was refused by the Portuguese Commissioner, and recourse being had to arbitration, the lot fell upon the Portuguese arbitrator, who coincided in opinion with his colleague, and these letters were therefore not opened.

We shall have the honour of addressing your Lordship upon this subject in another despatch.

The Portuguese Commissioner, however, in virtue of authority from his Government, opened the official despatches, and communicated to the Court copy of a letter from the Acting Governor of Quillimane to the Secretary of Government at Mozambique, relative to the six prisoners who were sent in chains on board the "*Flor de Moçambique*," in like manner the Court was put in possession of the official manifest of the cargo, which was inclosed under seal to the Custom-house officer at Mozambique.

The papers and evidence proved, that with regard to the 6 prisoners, and the supposed violation of the equipment Article in respect to shackles, water, and provisions, the suspicions of the captor were unfounded; and the question of the vessel's criminality was reduced to the one point, whether the presence on board of

the 4 negro boys, whose personal appearance did not correspond with their ages and description, as given in the muster-roll, was a contravention of the Treaty.

The muster-roll, it appeared, had been prepared for a crew of twenty-five persons, and a certificate of the Mozambique Custom-house set forth that she had a crew of twenty-five; but the twenty-fifth number was left blank, and twenty-four sailors only were shipped at Mozambique, of whom two deserted, so that she sailed from that port with a crew but of twenty-two persons.

At Quillimane, the shipment of one sailor, described as Náo Valle, aged 20, was endorsed on the muster-roll, and another sailor having deserted, making three in all, three boys answering to the names of the three deserters, were put on board.

There were several suspicious circumstances attendant on this shipment. It was effected on the night before the vessel sailed; three of the boys deposed that their owners paid money to the person who came to take them on board; and among the papers was a memorandum to the effect that the master would receive (frete) passage-money for a young negro who goes on board the "*Flor de Moçambique*" from the person who would receive the said negro at Mozambique, which appeared to apply to the fourth of these lads.

There was also the falsity of the evidence of the master in answer to the Standing Interrogatories, when he deposed that all his crew were shipped at Mozambique, except one at Quillimane; and the fact, that at the time the vessel was detained, the discrepancy between the appearance of the boys, and the entries on the muster-roll, were pointed out, and the master did not afford the captors the explanation which he afterwards gave to the Court, namely, that the boys were shipped at Quillimane, because his muster-roll having been certified at Mozambique for twenty-five persons, he was bound to produce that number to the authorities on his return to that port; and that these boys were therefore shipped, as a matter of course, by the port authorities for that purpose, the name of Náo Valle only being put upon the muster-roll, because it was a new name.

But it was plain to the Court from the first, both from the manner in which the master gave his evidence, and from his replies, that in all that regarded his crew, he had been a passive instrument in the hands of the authorities at Mozambique and Quillimane, and that he looked upon them as the parties upon whom alone any responsibility rested; and it was in evidence before the Court, from a disinterested witness, Mr. Schlessinger, that the authorities at Quillimane took no notice of the manner in which the crews of vessels left their ships or were replaced, and that such a transaction as that described by the captain would not have been heeded, while a reference to the Commercial Code of Portugal shows that the entry of the ages of sailors shipped is not required by law. The forms in use at Mozambique, which contain a column for ages, were evidently of an old edition, issued prior to the date of the existing Commercial Code, and how this column was filled up was a matter of perfect indifference to the authorities. In proof of this it may be observed, that Náo Valle, a child of some 12 years, is entered as a sailor of 20.

With respect to the money which appears to have been paid or promised, for the shipment of these boys, the master denied all knowledge of any such transaction; but from his explanation that boys of that age were taken, as being more easily instructed, it may be concluded that the port officer who procured these lads might have received some emolument from their owners, in consideration of the improved value they would acquire as sailors.

There appeared to us to be nothing in the Treaty of 1842 that prohibits the master of a Portuguese coasting vessel from filling up with natives any vacancies amongst his crew caused by death or desertion, and to prescribe the nature of the documents and forms necessary to attest the shipment of crew would have been to enact a commercial code for Portugal—to supplement an article to the Treaty.

The Treaty, then, in fact, did not, in our opinion, reach the case. Still, clearly, whenever natives are taken as crew, they should be shipped so as not to render the matricula a nullity, as in the present case. If, however, they were shipped without form or regularity, this appeared to be only a contravention of Portuguese municipal law, and not of the Treaty, at any rate so long as the shipment was *bonâ fide*.

A difficulty presented itself in the consideration of the case, from the unwillingness of Her Majesty's Commissioner to come to any decision that could be deemed to establish the legality of a Portuguese coasting vessel carrying a greater number of natives as crew than she could show to have positively sailed with; for such a

practise, if generally pursued, would doubtless embarrass Her Majesty's cruisers engaged in the Slave Trade suppression service; but the proper solution appeared to us to be, that the Court could not deal with hypothetical matters, but could only treat each case on its own merits. In all such cases the suspicious vessel would be liable to detention, and might be condemned. In this instance had the "*Flor de Moçambique*" been found with the boys on board in the neighbourhood, and hovering about the vicinity of a slave barracoon, and without licit cargo, the British Commissioner would have probably decided for condemnation.

She had, however, been found with lawful cargo. She was not equipped for Slave Trade. She was proceeding to Mozambique to be under the immediate supervision of the Governor-General, to whom she was conveying prisoners and despatches, and the captors had produced no evidence to show that the Equipment Article had been infringed, or that the price of slaves ruled higher at Mozambique than Quillimane, or any fact tending to show that the negroes were on board for the purpose of Slave Trade.

Under these circumstances, though we regretted that from the ruling of the Court, as to the private letters not being opened, the investigation had not been as complete as it should have been, sentence was pronounced admitting the claim for her restoration, but refusing the claim for any costs, damages, or expenses.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure 1 in No. 45.

Report.

ON the 7th of August, Lieutenant William Harris brought in the following papers, and made affidavit relative to the seizure of the Portuguese dhow "*Flor de Moçambique*," Abdureman Ibraim, master, by Her Majesty's sloop "*Lyra*," Rodolphus B. Oldfield Esq., commander, on the 20th of May, 1858, in latitude 15° 50' south, longitude 40° 22' east: viz.,

Five certificates, dated May 20 and 22,* signed by Commander Oldfield, setting forth the detention of the vessel as above stated, with papers numbered from 1 to 10; a crew of 25 persons (of whom 4 were suspected to be slaves) and 6 passengers (also suspected to be slaves); that the cargo was in good condition and well stowed; that the vessel was in a good state, and seaworthy for native trade; that the cause of seizure was that the names and ages of four of the crew, and the whole of the six passengers, specified as rebels, in no way answered that given in the ship's papers; that one of the so-called rebels was secreted on board; and that there were slave irons on board. That on the 21st of May he removed the crew and slaves from the dhow, preparatory to her being destroyed, and afterwards, on the 29th of May, landed the crew at the Bazaruto Islands, retaining on board the "*Lyra*" the master, mate, and cook, with the ten negroes believed to be slaves.

A certificate of measurement of the dhow, May 21, 1858, showing her to be of the burthen of 81½ tons English, without counting a poop of about 8 tons.

The affidavit of Lieutenant Harris further sets forth that the dhow was destroyed by fire on the 21st of May, having been found unsuited to encounter the perils of a voyage to the Cape, having been cleared of her cargo, of gunpowder, rice, and other provisions, which was taken on board Her Majesty's sloop "*Lyra*;" that eighteen of the crew were landed at the Bazaruto Islands; and that at Port Natal the master, two of the crew, and the 10 slaves were trans-shipped to the "*Madagascar*" (packet) in his charge, and were brought by him to Table Bay, on the 6th of August.

A certificate of Commander Oldfield, dated off Natal, June 29, stating that on account of the sea on the bar, it was impossible to land the cargo taken out of the dhow.

The papers brought in, as found on board, were—

No. 1. A parcel of bills of lading relating to the cargo shipped at Quillimane in May 1858; and some, to that shipped at Mozambique in March 1858.

No. 2. A manifest of some rice shipped at Nossibeh in September 1857, and two bills of lading of goods shipped at Mozambique in March 1858.

No. 3. The muster-roll, certified March 13, 1858, at Mozambique to contain twenty-five persons, but on which only twenty-four numbers are filled up with names. A note opposite No. 17, Amissi, states that he does not go, having run away; and a note opposite No. 22 states that the same was the case with Assinto. Visa for Quillimane, March 17, "taking only twenty-two persons," signed by the officer who signed the first certificate of March 13; and an endorsement, dated Quillimane, May 15, 1858, signed by acting Governor Machado, stating that "there goes also, in addition, a sailor named Nôvalle, native of Quillimane, aged 20 years, a bachelor."

No. 4. An order, dated Quillimane, May 14, signed by Acting Governor Machado, to the master of the "*Flor de Moçambique*," to receive on board six negroes, named Domingos, Utumbe, Dazinapijerero, Mapanda, Nherazerane, and Mauta, who have been taken as rebel highwaymen, and to convey them with all security in chains to Mozambique, and there to place them at the disposal of the Governor-General.

No. 5. A parcel containing despatches, addressed to authorities at Mozambique, and a mail.

No. 6. A parcel containing sealed letters, a paper "*livro de cargo*," and an account-book, written in Arabic character, and a few loose open papers.

No. 7. Passport for the dhow "*Flor de Moçambique*," of 39½ tons Portuguese, the property of Mamadi Bini Amadi Mazizi, a Portuguese subject, Mozambique, 24th May, 1856. The visas on this document show that

* One of the certificates dated May 20 should have been dated May 29.

the vessel has cleared out at Mozambique for San Lucia, June 7, 1856; for Quillimane, August 7, 1856; for Mozambique, August 28, 1856; for Quillimane, 29th September, 1856; for Mozambique, 14th October, 1856; for Quillimane, 22nd November, 1856; for Mazambique, 26th December, 1856; for Quillimane, 18th February, 1857; for Mozambique, April 7, 1857; for Madagascar, July 11, 1857; for Quillimane (from Mozambique), October, 31st, 1857; for Mozambique, December 1, 1857; for Quillimane, March 15, 1858; and for Mozambique, May 15th, 1858. Security given September 27, 1856, at Mozambique, that the vessel should not be employed in the Slave Trade; with visas by Custom-house officers, Quillimane, October 14; Mozambique, December 6; Quillimane, December 26, 1856; and Mozambique, February 18; Quillimane, April 7, 1857: also a passport, dated September 14, 1857, from the French authorities at Mobile.

No. 8. Security given, Mozambique, October 31, 1857, that the vessel should not be employed in the Slave Trade; with visas stating that she had arrived legally, and was to sail again legally, dated Quillimane, December 1, 1857; Mozambique, March 15, 1858; and Quillimane, May 15, 1858.

No. 9. Fifteen papers, of which the following only require notice:—1, receipt for duties on arrival and departure, Quillimane, May 14, 1858; 3, another like receipt; 6, receipt, Quillimane, May 15, for six sacks of ground rice, as provisions; 7, a note, that "you will receive ("frete") passage-money for the ("muluque") young negro, who goes in the "*Flor da Moçambique*," 50 cruzados, which will be paid to you by the person who may present himself to receive the said "muluque."

Quillimane, May 16, 1858.

(Signed) FRANCO. ANTO. PINTO, *Consignee.*

No. 10 is the log of the vessel, written in Arabic characters, but, as stated by the master, in the Parsee language.

On the 9th of August these papers were filed in Court, and application was made on behalf of the captors for the issue of the usual monition, which was decreed returnable on the 5th day.

The prize officer was also examined, and deposed that Commander Oldfield had delivered the certificates, required by the Treaty, relative to the papers and slaves, to the master of the detained vessel at the time of capture, and that at the time he took charge of the persons found on board and of the papers, he was second in command of Her Majesty's ship "*Lyra*."

On the 10th of August a further affidavit of the prize officer was put in, setting forth that the dhow was first seen on the 20th May, at 7 P.M.; that on a gun being fired at 7.30, she hove to; that she was first boarded by Lieutenant Stephens, afterwards by Commander Oldfield, who returned to Her Majesty's ship "*Lyra*" about 10 o'clock, bringing slave shackles (a chain with six neck-collars), two Portuguese flags, and papers; that the dhow towed during the night, and the next day was cleared of cargo consisting of 76 kegs of gunpowder, native tobacco, several bags of rice, and some millet and maize, a portion of a large quantity left in the dhow, such as is used for slave food; that at 3 P.M., on further search with Lieutenant Stephens, deponent found about 50 bags of millet, or maize cocoa nuts, 4 good-sized leaguers of water; a boiler, larger than requisite, for the use of the crew of the vessel as a merchant vessel; about 12 coarse mats, not more than necessary for the people on board, but more than necessary for the crew of the vessel as a merchant-vessel; that the master and the negroes being confronted, the four negroes pointed out by him as of the crew did not answer to the names on the muster-roll, nor did their appearance answer their description thereon; that amongst the six prisoners of war, three or four were mere lads, one a child of 10 years; that these ten persons were ill fed and in wretched condition, unlike the rest of the crew; that the official document, produced as authorizing the conveyance of the six prisoners, is informal—not sealed nor countersigned; and that the master stated to Mr. Consul MacLeod, in deponent's hearing, that he was not to blame for having the slaves, for that he had remonstrated with the governor. Annexed to this deposition was an official report from Mr. Consul MacLeod of the conversation above alluded to, dated Her Majesty's ship "*Lyra*," at sea, May 23rd, and addressed to Commander Oldfield.

The master, being examined on the standing interrogatories, deposed that he was a native of Damini, near Bombay, and resided there and at Mozambique; that he was a Portuguese subject; that he was appointed to command the vessel by Senhor Joao Vicente Rodrigo de Cardenas, at Mozambique, where the vessel was built, five or six years ago; that the vessel was detained because of the six prisoners; that the crew were all shipped at Mozambique except one at Quillimane; that when the vessel was boarded, five of the prisoners came up, but one was asleep below; none were secreted; he took them on board by order of the governor (as he saw two soldiers taking on board the packet in Algoa Bay), in irons, which were taken off when the vessel sailed; that the vessel was built by the owner, and was worth about 3,000 Spanish dollars; there were none of the equipments forbidden by the Treaty on board; except the shackles with which the six prisoners came on board from the Governor of Quillimane; there was one month's water on board, the voyage lasting from four or five days to twenty or thirty days; no casks, mess-tubs, cooking utensils, or mats, or provisions, beyond what were required for the crew, except rice, &c., part of the cargo, and duly manifested; that he could have brought his vessel round to Simon's Bay, and wished she had not been destroyed.

An attempt was made to examine the mate and the cook upon certain of the standing interrogatories, but they could not apparently understand the interpreter of the Banyan language, or the Arbitrator of Her Most Faithful Majesty, who had kindly undertaken to interpret from the Portuguese language, when required by the Court.

On the 11th of August, the master was examined on special interrogatories, when he deposed to the names of the eighteen men of the crew landed at the Bazaruto Islands; that the boy Não Valle is the same who was shipped at Quillimane; that Mabrueque is the same as is on the muster-roll, but would not give an opinion as to their ages. He repeated that all his crew, except Não Valle, was shipped at Mozambique. He denied that he had spoken of the prisoners to Mr. Consul McLeod as slaves, or that he had stated that he had remonstrated with the Governor of Quillimane for sending them on board. The collars in which the prisoners came on board were taken off by him when his vessel has crossed the bar, and put away, but they were not secreted.

The Marshal was also questioned as to the safe custody of the negroes, whom he reported to be in charge of the Curator of Liberated Africans. He was cautioned to prevent their being communicated with, and to procure a proper interpreter.

Lieutenant Harris was also examined as to the packet of despatches No. 5. one of which was observed to be broken at the end. He deposed that he delivered the parcel as he received it. He was also examined as to the conversation between Mr. Consul McLeod and the master; and deposed that, in speaking of the six passengers, the master called them prisoners, not slaves, but confirmed his former evidence as to the master's statement, that he had remonstrated with the Governor.

On the 12th of August, the boys Assinto, Fortuna, Mabrueque, and Não Valle, were examined, and deposed that they were slaves at Quillimane, and were shipped, on the night before the vessel sailed, by the "captain" (no:

the master of the vessel). Assinto, Fortuna, and Não Ville deposed that money was paid by their respective owners to the person who took them away.

The master, on re-examination, stated that the boys were put on board at Quillimane to make up the number of his crew, by the port-captain; he pointed out the names on the muster-roll, and insisted that they applied to these boys. Não Valle's name was endorsed on the muster-roll, being a new name. He denied that he had received money for these boys, who, he said, were to learn to be sailors.

On the 13th of August, one of the prisoners, Domingos, was examined, and deposed, that he was in the hold with the five other prisoners when the English came on board; that he was not alone in the hold; and that the irons were taken off his neck, when the gun was fired.

Lieutenant Harris deposed, that he could not speak as to what passed on board, as Lieutenant Stephens was the boarding officer.

On the 14th August the monition was returned, certified to have been duly served.

A short affidavit, showing how the prize officer calculated that there was an excess of water on board, was also filed.

A claim for the vessel and her cargo, and all costs, damages, and expenses, by the master, as representing the owners, was sworn to and filed. The cargo will be found described in the official manifest; and there are claimed, in addition, as the personal property of the master, 325 Spanish dollars in cash, 50 dollars for a silver watch, and 50 dollars for wearing apparel, which the master declares to have been taken by the captors.

The British Commissioner then proposed that the sealed letters contained in parcel No. 6, should be opened and examined, if required, as evidence in the case. To this the Portuguese Commissioner declined to accede; and the question was set aside for further consideration.

The master was then examined as to the shipment of the boys, and their position on board; but nothing new was elicited from him.

On Monday the 16th of August, the Court announced that the question of opening the sealed letters had been referred to arbitration; that the lot had fallen upon the Portuguese Arbitrator, who had coincided in opinion with the Portuguese Commissioner; and that the said letters would, therefore, not be opened.

An affidavit of Edward Schlessinger, of Cape Town, was then filed, and he was examined by the Court. His evidence set forth that he had resided six months at Quillimane, in the year 1856; that no notice was taken by the authorities there, when the crews of vessels left, or were replaced, on the muster-rolls; that there was no prison there; and that prisoners were usually sent to Mozambique in chains, which were not taken off until they had passed the bar. That the shipment of the boys, as stated by the master, was a transaction which the authorities would not notice.

A further affidavit of the master was also filed, in support of his allegation, that the boys were shipped to replace those of his crew who had run away, and his statements as to the capture. He also deposed that goods, and 250 Spanish dollars were taken out of his box, and 75 dollars which he had given to the cook to keep for him; that the mate had 35 dollars, and the crew a certain number of dollars taken from them by the people of the "Lyra."

On the same day, the boys were examined as to their dress, and food, and berths on board the dhow; and the master and mate were questioned on the same subject. It resulted that no change was made in the boys' dress, after their shipment; and that they were fed and berthed just as the sailors were.

The Court, on the application of the captor's proctor, adjourned until Friday the 20th of August to give time for the production of further evidence.

On that day the proctor produced statement by the prize officer as to the moneys found on board the dhow, which the Court directed to be embodied in an affidavit; and no further evidence being produced on either side, publication of evidence was decreed, and Saturday the 28th of August was fixed as the day of hearing.

This was further adjourned to Monday the 30th August, and again to Thursday the 2nd of September, owing to an unusual press of business in the Supreme Court, which prevented the attendance of the professional gentlemen engaged in the case.

On the 2nd of September, the Court heard the Attorney-General for the captors, and Mr. Advocate Denysen, for the claimant, and pronounced that the "*Flor de Moçambique*" was, at the time of her seizure, engaged in licit traffic, and was not liable to confiscation, and admitted the claim for the value of the vessel and cargo, which was referred to the Registrar for his report as to the amount; but rejected the claim for costs and damages, as the Commissioners agreed, without having recourse to arbitration, that the captors had been led into error by the fault of the master.

(Signed).

GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure 2 in No. 45.

Evidence in the case of the "Flor de Moçambique."

Evidence of Lieutenant Harris, of Her Majesty's ship "Lyra," prize-master of "*Flor de Moçambique*:"—Lieutenant Harris, prize-master to the "*Flor de Moçambique*," maketh oath, and being examined upon special interrogatories, answereth:—

To the 1st—His name is William Harris, and he is a Lieutenant in the Royal Navy.

To the 2nd—That he was not present at the time the "*Flor de Moçambique*" was searched.

To the 3rd—That Captain Oldfield delivered to the master of the "*Flor de Moçambique*" a signed certificate of the papers seized on board, as well as of the number of slaves on board at the time of capture.

To the 4th—At the time he took charge of the vessel, he was second in command of Her Majesty's ship "Lyra."

To question—What reason can you give the Court for not bringing the vessel captured round?

The answer is—The vessel was unseaworthy, and unfit to make the voyage to the Cape.

(Signed)

W. F. W. HARRIS, Lieutenant, R.N.

This deposition having been read over to Lieutenant Harris, he declared the same to be correct, and affixed his signature thereto.

(Signed)

WM. TASKER SMITH, Acting Registrar.

Before me,

(Signed)

AL. DUPRAT, Commissioner.

CLASS A.

In the business of the Portuguese dhow "*Flor de Moçambique*," whereof Abduremane Ibraim is master, her tackle, apparel, and furniture, and the goods, wares, and merchandise and slaves on board the same, taken by Her Majesty's ship of war "*Lyra*," Rodolphus B. Oldfield, Esquire, Commander; the said dhow burnt; and her master, crew, and slaves brought to Table Bay.

Appeared personally William Harris, a Lieutenant of Her Majesty's steam-sloop "*Lyra*," whereof Rodolphus B. Oldfield, Esquire, is Commander, and made oath, that on the 20th day of May, 1858, and in latitude $15^{\circ} 30'$ seconds and longitude $40^{\circ} 22'$ east. Her Majesty's said sloop, then being on a voyage from Mozambique to Port Natal, and having J. Lyons McLeod, Esq., Her Majesty's Consul for Mozambique, on board, they saw, at 7 o'clock P.M., a sail a-head, and made chase; at 7-30 P.M. they fired a gun, whereupon the chase, which proved to be a dhow, hove to, and the sloop did the same. That a cutter, in charge of Lieutenant Stephens, of her Majesty's said sloop "*Lyra*," was then sent to board the chase. That at 9 P.M. the cutter returned, and Lieutenant Stephens reported the chase to be the Portuguese dhow "*Flor de Moçambique*," Abduremane Ibraim master, from Quillimane to Mozambique; and that he suspected she was engaged in the Slave Trade, whereupon Commander Oldfield himself proceeded on board the dhow, accompanied by Lieutenant Stephens. That about 10 P.M. Commander Oldfield and Lieutenant Stephens returned on board the "*Lyra*," bringing with them six shackles with chains (which Lieutenant Stephens had discovered hidden away under the bed of the master of the said dhow), two Portuguese colours, and the ship's papers and documents, which shackles and chains are the shackles and chains brought by the appearer into this honourable Court on the 9th day of August instant. That Commander Oldfield then detained the said dhow on the charge of being engaged in the Slave Trade; and the crew (with the exception of the master and two others), with six negroes, represented by the said master to be six prisoners of war, were removed into the "*Lyra*," the dhow being taken in tow for the night. That next day, at 1 o'clock P.M., the dhow was cleared of her cargo, consisting of 76 kegs of gunpowder, and a small quantity of native common tobacco, which were transhipped on board the "*Lyra*," together with several bags of rice and some millet, or maize (portion of a larger quantity left in the dhow), such as is used for slave food. That at 3 o'clock P.M. on the same day (the 21st of May), the appearer was sent, together with Lieutenant Stephens, on board the dhow, by Commander Oldfield, with orders to search her further. That the appearer did accordingly search her, and found about 50 bags of millet, or maize; a quantity of cocoa nuts; four good-sized leaguers of water; boiler, larger than requisite for the use of the crew of the vessel, as a merchant-vessel; and a quantity of course mats, about a dozen in number, not more than sufficient for the number of people found on board, but more than necessary for the use of the crew of the vessel as a merchant-vessel. That the dhow was then measured under the appearer's supervision, and was ascertained to be of the burden of $81\frac{3}{4}$ tons, exclusive of her poop accommodation, about 8 tons more. That the appearer, having made his report to Commander Oldfield, and the dhow being found, on examination, unsuited for a voyage to the Cape, especially at the winter season, while it was dangerous to keep her in tow any longer, she was, on the following day (her master and remaining crew, and her boat, having been first taken on board the "*Lyra*") set on fire and burnt, with the articles left in her. And the appearer further maketh oath, and saith: That upon proceeding to confront and examine the master of the dhow, the alleged crew, and the alleged prisoners of war, and to inspect the dhow's papers, it was found that four negroes pointed out as part of the crew of the dhow, and alleged to be duly entered as such on her papers, did not know their names, according to the ship's articles; nor did their personal appearance correspond with their alleged respective ages, according to the said articles. That among the six alleged prisoners of war were three or four mere lads, one a child and not more than ten or twelve years of age. That the alleged prisoners of war, and the four others alleged to form part of the dhow's crew, were apparently ill fed, in wretched condition, and evidently unlike the rest of the crew; and all were, with one exception, afflicted with raws and sores about the hips and limbs. That one of the alleged prisoners of war stated to the said J. Lyons McLeod, Esquire, before mentioned, in the presence and hearing of the appearer, who is sufficiently acquainted with the Portuguese language to comprehend him, that he had been kidnapped; and further that he had been stowed away in the hold of the dhow when she was first visited by the cutter of the "*Lyra*." That the document produced by the said master of the dhow, purporting to be an official document, authorizing the conveyance of the alleged prisoners of war from Quillimane to Mozambique, is a most informal-looking document, written upon an ordinary sheet of letter paper, and having neither customary seal nor stamp to authenticate it, and is not witnessed or countersigned. That the master of the dhow, the said Abduremane Ibraim, on the same day, to wit, the 23rd day of May, 1858, stated to the said J. Lyons McLeod, Esquire, also, in the hearing and presence of the appearer, that he was not to be blamed for having slaves on board; that he had remonstrated with the Governor of Quillimane for putting them on board, and had warned him he would be seized by the first English cruiser which met him: whereunto the Governor replied, that some of the slaves would be entered to names in the crews' articles, while others would be sent with a certificate that they were prisoners of war, which would clear the dhow, if she met any English man-of-war. That on the same day said J. Lyons McLeod, Esquire, wrote and addressed to the said Commander Oldfield an official report of the aforesaid statement made by the said Abduremane Ibraim, which official report is hereunto annexed, marked A. That on the 29th day of the said month of May they made the Bazaruto Islands, on which the Portuguese flag was flying, and there landed eighteen of the dhow's crew in her boat, which was left with them. That the "*Lyra*" then continued her course for Natal, off which port she arrived on the 8th day of June last past; but in consequence of the state of the bar, she could not enter the harbour, nor could she land the goods taken out of the dhow. That on the 9th day of June aforesaid, the master of the dhow, the remaining two men of her crew, and the ten slaves, were landed and kept in D'Urban in proper custody, under charge of the appearer, until the 25th day of July last, when they were put on board the steamer "*Madagascar*," which sailed on the following day for Table Bay, the "*Lyra*" having left, a few days after making Natal, for Mauritius.

(Signed) W. F. W. HARRIS, *Lieutenant, R.N.*

On this tenth day of August, 1858, the above-named William Harris, a Lieutenant in the Royal Navy, was duly sworn to the truth of the deposition.

Before me,

(Signed) AL. DUPRAT.

ANNEXURE A, referred to in the foregoing affidavit of Lieutenant Harris, Jurat, dated August 10, 1858.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Sir,

"*Lyra*," at Sea, May 23, 1858.

I have the honour to inform you that Abduremane Ibraim, captain of the Portuguese dhow "*Flor de Moçambique*," seized by Her Majesty's ship "*Lyra*" as a slaver, informed me this day (in presence of Lieutenant William Harris, R.N., who is sufficiently acquainted with the Portuguese language to understand the nature of his statement), that the fault of having the slave boys on board the dhow was not his; that he was quite faultless in the matter; that he remonstrated with the Governor of Quillimane for sending them on board the dhow, and told

him that he would be taken prisoner, and the dhow made a prize of by some English ship; that the Governor of Quillimane told him that some of these boys were to answer to the names of the crew-list; and that the others he would send as prisoners to Mozambique; and when an English vessel met him at sea, he was to show the papers which he would supply him with, and that he would go free.

I have, &c.

(Signed) J. LYONS McLEOD, *Consul.*

To R. B. Oldfield, Esq., Commander, H.M.S. "Lyra."

Evidence of Abduremane Ibraim, master of the "*Flor de Moçambique*."

Abduremane Ibraim, master of the "*Flor de Moçambique*," maketh oath upon the Koran, and being examined upon standing interrogatories, answereth:—

That he was born at Damão, near Bombay. That he has a house at Mozambique and Damão. That he has been, during a year and a half, at Mozambique, going and coming. That he is a subject of Portugal. That he is married at Damão and at Mozambique. That he was appointed to the command of the vessel by a Portuguese named João Vicente Rodrigues de Cardena. That he took possession of vessel at Mozambique on the 16th of March, 1858. That he received possession of the vessel from the charterer, called Vicente R. de Cardena, who lives at Mozambique, and is a subject of Portugal. That he has known the ship five or six years. That he first saw her in Mozambique, where she was built. That he was present at the taking and seizing of the ship. That she was seized on account of having on board six negroes (prisoners). That vessel sailed under Portuguese colours, and had none other on board. That her name is "*Flor de Moçambique*," and has always been called so; never by any other. That the tonnage is on the register, and that the number of officers and marines on board is twenty-four, exclusive of the master. That the mate (also supercargo), is from Zanzibar, four from Mozambique, the others from Quillimane. That all came on board at Mozambique, except one at Quillimane. That the owner hired and shipped them. That he had no share in the ship, but could put five packages on board. Had no share in her lading, except the freight of five parcels of gunpowder. That there were six passengers on board, the prisoners. That none were secreted. That when boarded five prisoners came upon deck immediately, and one remained below asleep, but was called up.

(To the Portuguese Commissioner.)—The sixth man was asleep, but was ill from punishment inflicted by the Governor. That the names of the passengers are in the warrant. That they were from Senna. That he does not know their profession of occupation. That they were taken on board at Quillimane on the 17th of May. That they were going to Mozambique, to be given up to the Governor-General. That he took them by order of the Governor of Quillimane, in the same way as two soldiers were taken in irons on board the "*Madagascar*" at Algoa Bay. That the passengers had no property or concern, directly or indirectly, regarding the ship or cargo. That when at Algoa Bay he saw two soldiers brought on board in handcuffs by two or three soldiers. That one soldier remained in charge of the prisoners. That during sailing, the handcuffs were removed, but replaced on arrival in Table Bay. That the voyage began at Mozambique, and was to have ended at Mozambique. That he cleared last from Quillimane. That she touched at Quissanga, in consequence of a storm, on her way from Mozambique, and some of the cargo had to be thrown overboard, and he had to cut away her mast. That the survey, &c., is among his papers. That he first saw the capturing ship at the date of May 20 or 21, and refers to captor's certificate. That the log-book will show the place of capture. That there was no chase; when the man-of-war fired a gun, he lowered his sails. That the dhow was being steered for Mozambique. That her course was not altered, nor any additional sail made upon the appearance of the capturing ship. That her course was at all times, when the weather permitted, directed to Mozambique. That she had no guns, and no arms or ammunition on board at time of capture. That no resistance was made at the time of capture. Had no instructions to avoid or escape from capture, or to conceal, destroy, or refuse to give up any of the ship's papers, &c., on board. That the vessel was built by the owner himself. That the value of such a vessel is, more or less, 3,000 Spanish dollars. That if restored, the vessel will belong to the present owner. That his hatches were covered, and had no gratings. He swears she had only the close hatches usual in merchant-vessels. That there were no divisions in the hold; that on the deck was a small cabin only, as a protection against rain. That he had no spare planks. That he had only on board the six collars and chains in which the six prisoners came on board, from the Governor of Quillimane, under a guard of two soldiers and an officer. No other instruments on board for securing slaves. That no handcuffs or irons were thrown overboard. That the quantity of water on board was enough for one month, with care. That he cannot recollect the quantity of water. That no water was taken on board after the commencement of the voyage. That the duration of the voyage is from four or five days to twenty days or a month. That the quantity of water on board was not too much for the consumption of the crew. That an ordinary merchant-vessel of the same tonnage would have taken and required the same quantity of water as he had on board. That there is no definite allowance of water per man. That the water is kept in tanks or barrels (four small tanks and two large and two small barrels). That there were no other casks or vessels for holding liquid than the above, and a barrel of wine, which was destroyed. That he swears he had not a greater number of water-casks, or of other vessels for containing liquid than was requisite for the consumption of the crew as a merchant vessel. That he had only two or three mess-tubs, and one for himself. That no such articles were thrown overboard. That no greater quantity of mess-tubs were on board during any part of the voyage. That he swears that merchant-vessels of the same tonnage and number of crew usually carry the same number of mess-tubs or kids. That he had one cooking apparatus, rather small. That he swears it was not larger than requisite for the crew of said vessel as a merchant-vessel. That he had one small boiler on board, and one pot for three or four persons, and one pot for two persons. That he swears it is usual to have boilers and cooking apparatus of the same size and number that the said vessel had on board merchant-vessels. That there were no bricks or materials on board for the purpose of enlarging the cooking apparatus of said vessel. For names of laders, owners, and consignees, he refers to manifest. That they are of various countries, living and carrying on business at Mozambique. That the merchandise was to be delivered at Mozambique on account of the owners. That he only knows what is in the papers, as to the interest the consignees and laders have in the cargo. That on her last voyage the ship carried American cottons, &c.; refers to manifest No. 1 to No. 10. Present cargo consists of seventy-nine barrels of gunpowder, wax, cocoa-nuts. That there was little cargo because of the war. That it was to be delivered according to the manifest and clearances. That he had no slaves. That he had on board about ten or fifteen quissapos, about twenty arrobas of rice. That he had ten quissapos of manioc, brought from Mozambique as cargo; half was not sold there, and was on board; that it is on the manifest. A little maize, about one quissapo, on board. A small quantity of beans, fish, and fowls, sugar, butter, &c. That the quantity of food on board was not greater than what might probably be requisite for the use of the crew. That he had on board one mat for each of the crew, and that of these he gave a mat to each of the prisoners. That he had not more than

fourteen or fifteen mats. That all the passports and other papers found on board the ship taken were entirely true. That there is no matter that he knows of to affect their credit. That the ship had a passport from the Governor-General.

(He refers to ship's papers. Passport produced and recognized by him.)

That the signatures affixed to the said passport are in every respect true and genuine. That no papers, letters, or other writings, which were on board the ship when she took her departure from the last clearing port, and before capture were burnt, destroyed, concealed, or thrown overboard. That there are not in any country any bills of lading, invoices, letters, or other writings relative to the ship and cargo respecting which he is now examined, except the protest as to damages at Quissanga, which the captor returned to him. That the ship is not insured, to the best of his knowledge. That he takes direction and management of the ship respecting her employment in trade. That he corresponds with his owner and the laders. That he broke bulk at Quillimane.

(To the Portuguese Commissioner.)—That he would have brought his vessel to Algoa Bay or Port Natal. That he is sorry the vessel was not brought to Table Bay, to show his innocence respecting Slave Trade. That the vessel is strong, sails well, and that at Quillimane he had the vessel surveyed, and found her perfectly seaworthy. That he knows not the reason why the captors burned his vessel. That he thinks it would have been better had the captors not burned his vessel.

(Signed) ABDUREMANE IBRAIM MANGA.

This deposition having been read over to Abduremane Ibraim, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Cape Town, August 10, 1858.

Interrogatories proposed by the captors to be put to the master of the "*Flor de Moçambique* :—

1. Point out on the ship's articles the names of such of the crew as were landed on the Bazaruto Islands.

2. Is the individual Não Valle, entered by endorsement on the ship's articles as having been shipped at Quillimane on the 15th May, 1858, the same as the individual now produced in Court, and calling himself Não Valle?

If yes, then—

3. Is he, in your opinion, 22 years of age?

4. Does the individual now produced in Court, calling himself Amabroke, appear on the said ship's articles?

If yes, then—

5. Is he the individual who appears on the articles (No. 15) as Mabruque?

If yes, then—

6. Do you consider him to be 27 years of age?

7. Did any of the persons now produced in Court, besides the so-called prisoners, come on board your vessel in irons; and, if so, how many?

8. Are twenty-four men, besides the master, the usual complement of a vessel of only eighty-two tons?

9. Had you any domestic slaves or servants on board?

If yes, then—

10. Have you any permit for them (or him)?

11. You have stated that the voyage from Quillimane to Mozambique is to be performed in from four to thirty days, according to the season: when you sailed on the voyage in which you were captured, was it the favourable or unfavourable season for the voyage? what was the direction of the prevailing winds?

12. Can a dhow, your own vessel for instance, beat to windward?

13. What is the practice of dhows when they encounter foul or head winds?

14. Were all your crew, with the one exception of Não Valle, shipped at Mozambique?

15. Have you had any conversation with the British Consul of Mozambique, Mr. McLeod, respecting the alleged slaves, while on board the "Lyra."

16. State the nature of that conversation.

(Signed) CHARLES A. FAIRBRIDGE,
Proctor for Captor.

Mixed Commission Court, August 11, 1858.

Evidence of Abduremane Ibraim, master of the "*Flor de Moçambique*."

Abduremane Ibraim, being sworn upon the Koran, maketh answer to the following special interrogatories :—

To question 1.—Point out on the ship's articles the names of such of the crew as were landed at the Bazaruto Islands.—Chabane, Mamad Bene Aurad, Idine, Tarane, Feruzo, Baraca, Mubaraca, Mubalia, Ulvuna, Ratia, Tamali, Mussa, Her, Amissi, Damongo, Marecha, Abdureman, Dano, Ban.

To No. 2.—Is the individual Não Valle, entered by endorsement on the ship's articles as having been shipped at Quillimane on May 15, 1858, the same as the individual now produced in Court, and calling himself Novallo?—Yes.

To No. 3.—Is he in your opinion 20 years of age?—He cannot say that he is 20 years old.

To No. 4.—Does the individual now produced in Court, calling himself Amalroke, appear in the said ship's articles?—The individual now produced is on the ship's articles.

To No. 5.—Is he the individual who appears on the ship's articles as Mabruque (No. 15)?—Yes.

To No. 6.—Do you consider him to be 27 years of age?—He cannot say.

To No. 7.—Did any of the persons now produced in Court, besides the six so-called prisoners, come on board his vessel in irons? if so, how many?—None of the persons now produced in Court, except the six prisoners, came on board in irons.

To No. 8.—Are twenty-four men, besides the master, the usual complement of a vessel of only eighty-two tons?—Twenty-four, and up to thirty.

To No. 9.—Had you any domestic slaves or servants on board?—No domestic slaves on board, or servants.

No. 10 not put by the Court.

To No. 11.—You have stated that the voyage from Quillimane to Mozambique is to be performed in from four to thirty days, according to the season: when you sailed on the voyage in which you were captured, was it the favourable or unfavourable season for the voyage? What was the direction of the prevailing winds?—When he sailed the season was fair: the wind was south.

To No. 12.—Can a dhow, like your own vessel for instance, beat to windward?—Yes.

To No. 13.—What is the practice of dhows, when they encounter foul or head winds?—They beat to windward when they encounter foul winds.

To No. 14.—Were all your crew, with the one exception of Não Valle, shipped at Mozambique?—All, except Não Valle.

To No. 15.—Have you had any conversation with the British Consul for Mozambique, Mr. McLeod, on board the "Lyra"?—While on board the "Lyra" he spoke with Mr. McLeod.

To No. 16.—State the nature of that conversation.—He told Mr. McLeod that the six prisoners were given to him by the Governor of Quillimane, as by the "guia." Mr. McLeod told him these men were slaves. He answered that they were prisoners of war. Mr. McLeod said, you have nothing to fear; you will have to go twenty to twenty-five days to the Cape, and then go back to Mozambique. Nothing more. He always spoke very kindly. The captain of the "Lyra" was present. He only remembers the captain. He does not recollect exactly. He cannot say whether Lieutenant Harris was present. They were all very kind to him.

(By the Court.) Did not tell the Consul that he had remonstrated with the Governor of Quillimane for sending the negroes on board, because he cannot refuse an order of the Governor. The "guia" is the only authority for him to receive the men.

Shown despatch addressed "S. N. R. Illustrissimo Senhor Secretario do Governo-Geral da Provincia de Moçambique; ditto, Governador de Quillimane, Districto Militar."—When the despatches were delivered to him they were perfectly closed.

The six collars and chains, in which the prisoners came on board, were taken off by him. Did not hide the irons on board. The so-called "slave-whip," produced, is a bow for a drill.

(Signed) ABDUREMANE IBRAIM MANGA.

The Governor did not tell him that some of the negroes would answer to the names of the crew, and others to those of the prisoners of war. That he never spoke to the Governor.

(Signed) ABDUREMANE IBRAIM MANGA.

This deposition having been read over to Abduremane Ibraim, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,

(Signed) GEO. FRERE.
AL. DUPRAT.

Cape Town, August 11, 1858.

(By the Court.) Eighteen men were landed at the Bazaruto Islands; some ten big ones, and the rest boys; some smaller than Não Valle: they were all kinds—Arabs, blacks—no white men.

(Signed) ABDUREMANE IBRAIM MANGA.

This deposition having been read over to Abduremane Ibraim, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,

(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of William Harris, Esq., Lieutenant of Her Majesty's ship "Lyra."

William Harris Esq., Lieutenant of Her Majesty's ship "Lyra," being sworn, and examined upon special interrogatories by the Court, answereth—

That he delivered a sealed parcel to the Registrar, endorsed "No. 5, eight official despatches." That he did not see the contents of that parcel. That the parcel was made up by the clerk of the ship, in the presence of Captain Oldfield. That, in speaking of the six men to Mr. McLeod, the master called them prisoners. That the master told Mr. McLeod, in my presence, that he had remonstrated with the Governor against putting the negroes on board. That he cannot speak Portuguese, but can understand what is said in that language perfectly. That among the men landed, there were no negroes; they were all Mahomedans, to the best of my belief—full grown men, all but one boy.

(Signed) W. F. W. HARRIS, *Lieutenant, R.N.*

This deposition having been read over by Lieutenant Harris, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,

(Signed) GEO. FRERE.
AL. DUPRAT.

Thomas Tinley Esq., Deputy Marshal to the Court of Mixed Commission, in answer to questions put by the Court, deposes:—

That the negroes are in safe custody of the Curator, in the Waterkant. That strangers can speak with them. That they are not under lock and key. That no strangers have spoken to them. That a man is in charge to prevent them.

(For the Captors.) That the master and crew of the "*Flor de Moçambique*" are at liberty, and can speak to any one.

(Signed) THOMAS TINLEY, *Marshal.*

This deposition having been read over to the said Thomas Tinley Esq., he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

(Translation.)

Most Illustrious Sir,

Government House of Quillimane and Rios de Senna;

Quillimane, May 12, 1858.

I send to you, by this opportunity, as prisoners, embarked on board the dhow "*Flor de Moçambique*," because there is here no secure place in which to keep them, six blacks, enumerated in the inclosed list, who were taken, some with arms in their hands, forming part of the band of rebel guerillas; and others employed in the service of the guerillas, with whom they were connected, coming to this town secretly, to the house of Antonio José da Cruz Coimbra, to communicate with the wife of the said Coimbra, who, being a sister of the guerilla Chief, Mariano, has, in truth, been in correspondence with the guerillas at Chanio, where there are, by her consent, many of her own slaves, and of those of her absent husband. I have committed an error in my administration by not sending this woman to Mozambique, as I should thereby have avoided many many difficulties; but in the absence of proofs, which it is difficult to obtain, and the said Coimbra being absent, it has happened that I have dealt with her with more consideration than she deserves.

God preserve, &c.
To the Most Illustrious Secretary to the Governor-General of the Province.

(Signed) JOAO DE SOUZA MACHADO,
Acting Governor.

List of Prisoners sent to the Capital of Mozambique, embarked on board the dhow "Flor de Moçambique."

Names.	Remarks.
Domingos	Brother Victorino, a freeman.
Utumbe	Slave of Mariano.
Datzinapiarero	A free man.
Mapanda	Slave of Dona Roza, sister of Mariano.
Nherezera	A free man, taken with arms in his hands.
Manta	From Casembe, a slave of Mariano, taken with arms in his hands.

Government House, Quillimane, May 12, 1858.

(Signed) JOAO DE SOUZA MACHADO,
Acting Governor.

Evidence of negro Azinto, who, through Galle, answered:—

That he was put on board at Quillimane. That the captain put the boys on board ship. That he was a slave. That he had no business (employment) on board. That the captain put him on board at Quillimane. That he had no pay as a sailor; that he was a slave. That the captain said, "Come, boys, when you see English ship you are all sailors." That there were put on board at Quillimane, at the same time, Mabruque and Fortuna. That the six came on board at night before the boys came. He was a slave when he went on board ship, but that he was so small that he did not know who was his master. That he does not know how old he is. That he is a little boy. That he first saw the captain at Quillimane. That his mistress, Doña Masquine, told him to go on board. That he does not know where he was going. That he did not know Mabruque before going on board, but knew Fortuna. That he saw Mabruque first in the boat. That he has heard the name of Mozambique, but is so small he does not know where it is. That he does not like the captain, because he beat him so much that his back was all in pieces; so he does not think him a good master. That it was not the captain of the ship who beat him. That he does not know whether he was sold; he only knows he was sent to go on board the ship. That while at sea, a gun was fired by the English. That he was shut down below. That the six prisoners had chains on when taken on board; that they were taken off by the captain when the gun fired. That he, Fortuna, and Mabruque had no chains. That the chains when taken off were put away. That he would not like to go away with the captain. That he is marked (fig. 8 on the right breast). That the mark is the mark of a master who is dead, whose name was Galdino. That when his master died he lived with his (Galdino's) son. That Doña Masquine was a woman. It was she (Mrs. Marcianna) who told him to go on board. That the mistress paid the captain, but he does not know what for. That he does not know how old he is. That his name in his own country is Magumbo.

(Signed) MAGUMBO, ✕ his mark.

This deposition having been read over to Azinto, or Magumbo, through Galle, he declared the same, to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Fortuna, negro, who, through Galle, answered:—

That he comes from Senna. That he was put on board at Quillimane. That the two boys who were here were put on board with him. That their names are Azinto and Malbruque. That the captain, Abdaremane, took him on board. That he saw the captain at Mrs. Masquina's place. That he was a slave, like his countrymen. That he was not a slave on board ship. That he has no papers of freedom. That all his countrymen are free. That some are slaves. That at Doña Masquina's he was a slave. That his mistress told him to go on board

ship. That his mistress paid the captain, who is here, for him, the same night he was put on board. That he does not know how much. That he knows nothing about being a sailor. That his mistress bought him many years ago. That he was a slave to Mr. Marianna. That he has a slave marked (G) on the right breast. That he does not know Mozambique. That he only knows Rios de Senna. That he was not put on board at Mozambique. That he does not know how old he is. That his master gave him the name of Fortuna. That his name in his own country is Gonzale.

(Signed) GONZALE, ✕ his mark.

This deposition having been read over to Gonzale, or Fortuna, through Galle, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of negro Mabruque, who, through Galle, answered :—

That he came from Mangaija. That he does not know how old he is. That he was put on board at Quillimane. That he was so small, he did not know how long he had been at Quillimane, before he was put on board. That he does not know his mistress's names. That his mistress put him on board. That his mistress told him to go on board. That the captain said, "the ship is ready, come quick." That the captain, who put him in the boat, is there (in Court). That he does not know Mozambique. That he was alone with the captain when taken on board. That he does not know why he was put on board. That in his own country his name is Guigernap; in the Portuguese country his name is Mabruque. That his name, in his own country, is Guigerao.

(Signed) MABRUQUE, ✕ his mark.

This deposition having been read over to Mabruque, through Galle, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of negro Não Valle, who, through Galle, answered :—

That he is from the Machuato country. That he does not know his age. That his master paid the captain, and said, "take the boy away." That his master's name was Niaousua. That the ship was at Quillimane. That he was a slave at Quillimane. That he does not know whether he was a slave on board. That he had no papers of freedom. That he is marked on the breast (like an I). That he does not know where he was going, nor why he was put on board. That he is not a sailor.

(Signed) NAO VALLE, ✕ his mark.

This deposition having been read over to Não Valle, through Galle, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Abduremane Ibraim, captain of the "*Flor de Moçambique*," who, being sworn upon the Koran, and examined on special interrogatories, answered :—

That he put the three boys, Azinto, Fortuna, and Mabruque, on board at Quillimane, to supply the places of three who ran away. That he is bound to bring home the complete number of his crew. That it is not true that he took Mabruque on board; that it was the captain of the port. That the boys are not slaves, and that some one has persuaded them to declare themselves slaves. That they do not need free papers, because their names are on the muster-roll [he points out the names of Azinto, Mabruque, and Fortuna, on the muster-roll]. That the muster was made out at Mozambique, but persists in stating that the names of Azinto, Fortuna, and Mabruque, apply to the boys. That Não Valle's name is endorsed on the muster-roll, because it was a new name. The other three boys names were already on the muster-roll. That the four boys were put on board by the captain of the port. That upon arrival at Mozambique, these boys could leave the vessel, or remain. That the two men entered on the roll as having run away, ran at Mozambique. That with regard to giving or receiving any money for these boys, he denies having done anything of the kind. That the three boys embarked as sailors, and could receive pay, but they were to learn to be sailors.

(Signed) ABDUREMANE IBRAIM MANGA.

This deposition having been read over to Abduremane Ibraim, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Domingos, negro, who, through Galle, answered :—

That he declined to reply to the Commissioner in Portuguese, that his name is Domingos. That he had the name of Otumbe from his Portuguese master. That he comes from Senna. That he does not know his age.

To the Portuguese Commissioner :—

That he was in the hold on board the dhow, when the English came on board, with all the other five. That

he was shut down. That the English opened the door (hatch). That a sailor of the English called them up. That he was chained by the neck. That when the gun fired, the moor man took the irons from his neck. That when the English opened the hatch, he was not alone; they were all six there. That not when the English came on board, but when the gun fired, the captain took off the irons, and put them away; but did not throw them overboard. That none were thrown overboard.

(Signed) DOMINGOS, ✕ his mark.

This deposition having been read over to Domingos, through Galle, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Lieutenant Harris, of Her Majesty's ship "Lyra," who being sworn, and examined upon special interrogatories, answered:—

That Lieutenant Stevens was the boarding officer; that he, Lieutenant Harris, knows nothing of what passed on board except from the captor's declaration, and the certificates given into Court.

(Signed) W. F. W. HARRIS, *Lieutenant, R.N.*

This deposition having been read over by Lieutenant Harris, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Galle, Interpreter, who, being sworn, and examined upon special interrogatories, answered to the Portuguese Commissioner:—

That he sometimes talks with the witness Domingos; that he has taken the prisoners from and to the Court once: that he did not tell Domingos not to answer the Portuguese Commissioner in Portuguese: that he never told Domingos that he had better remain here.

(To the British Commissioner.)—That he has never attempted to persuade any of the negroes to remain here.

(Signed) GALLE, ✕ his mark.

This deposition having been read over to Galle, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

In the business of the Portuguese dhow "Flor de Moçambique," whereof Abduremane Ibraim is master, her tackle, apparel, and furniture, and the goods, wares and merchandize and slaves on the same, taken by Her Majesty's ship of war "Lyra," Rodolphus B. Oldfield, Esq., commander; the said dhow burnt, and her master, crew, and slaves brought to Table Bay.

Appeared personally, William Harris, a lieutenant of Her Majesty's steam-sloop "Lyra," Rodolphus B. Oldfield, Esq., commander, and made oath:—

That the four leaguers found by the appearer on board of the dhow "Flor de Moçambique," contained together about five tons of water, a supply sufficient to last the crew on board, thirty-one in number, eighty-one days, at the rate of half a gallon of water per diem each. That the said dhow was captured during the favourable monsoon, when it was possible and easy to sail from Quillimane to Mozambique in from four to ten days. That the said dhow, the "Flor de Moçambique," was incapable of beating against head winds, and would certainly, as the appearer verily believes, have been lost in the attempt to pass the Cape. That the appearer has never heard, and, in fact, believes, that no dhow has ever rounded or attempted to round the Cape, and has always understood it to be the practice of dhows, when they meet with foul winds, to lower all sail, and drift till the wind changes to a favourable quarter.

On this 14th day of August, 1858, the above-mentioned William Harris was duly sworn to the truth of this deposition.

(Signed) W. F. W. HARRIS, *Lieutenant, R.N.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Dhow "Flor de Moçambique," Abduremane Ibraim, master.

Appeared personally, the said Abduremane Ibraim, the master of the said dhow, and maketh oath:—

That he is a subject of His Most Faithful Majesty the King of Portugal, and was master of the said dhow at the time of the capture thereof by Her Britannic Majesty's ship "Lyra," Rodolphus B. Oldfield, commander, and that the said dhow was so captured on the 20th day of the month of May last, in the prosecution of her voyage from Quillimane to Mozambique, with a cargo consisting of—

	Spanish dollars.
79 barrels of gunpowder	value 948
1 case, containing 36 dozen plates	" 108
1 package, containing 10 pieces of muslin	" 60
30 rolls of tobacco	" 20

1 bale of baftas ..	..	..	..	..	..	112
A quantity of cocoa-nuts ..	..	..	..	..	..	15
A quantity of wax ..	..	..	..	..	..	12
1 bag of garlic ..	..	..	..	..	..	40
6 or 7 falanquins ..	..	..	..	..	..	18
325 Spanish dollars ..	..	..	..	..	..	325
A silver watch ..	..	..	..	..	..	50
Wearing apparel, belonging to deponent ..	..	..	..	..	..	50

part of which were his own property, and the others were entrusted to his charge, and for which he was and is responsible. That each of the crew of the said dhow was, at the time of the capture thereof by Her Britannic Majesty's ship "Lyra," possessed of a certain number of Spanish dollars, which he is unable to specify:

And he further made oath that Amad Mesise, a Mussulman, is the lawful owner of the said ship "*Flor de Moçambique*," her tackle, apparel, and furniture, and is justly entitled to be the owner of the said vessel as a Portuguese vessel.

And the deponent further maketh oath, that he verily believes the said ship and cargo are not liable to forfeiture under the Treaty of the 3rd of July, 1842, between Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and Her Majesty the Queen of Portugal and Algarves.

And he further maketh oath that no person or persons beforementioned, have any right, title, or interest in the said ship, her tackle, apparel, and furniture, goods, wares, merchandize on board the same at the time of the capture and seizure thereof; and that he is duly authorized to make the claim hereunto annexed, and that the same is a true and just claim, and that he shall be able to make due proof thereof.

(Signed) ABDUREMANE IBRAIM MANGA.

On the 14th day of August, 1858, the said Abduremane Ibraim was duly sworn to the truth of this affidavit, and of the claim hereto annexed.

Before us,

(Signed) GEO. FRERE.
AL. DUPRAT.

Dhow or vessel called the "*Flor de Moçambique*," Abduremane Ibraim, master.

The claim of the said Abduremane Ibraim the master of the said dhow, subject of His Most Faithful Majesty the King of Portugal, for the said dhow, her tackle, apparel, and furniture, as the property of Mamad Masizi, an Arab, who is justly entitled to be the owner of the said vessel, as a Portuguese vessel; and for the goods, wares, and merchandize, as the property of the said Abduremane Ibraim, or entrusted to his charge, and for which he was and is liable; and as protected by the Treaty or Convention between Her Britannic Majesty and His Most Faithful Majesty the King of Portugal, dated July 3, 1842, and for the Africans on board the said dhow at the time of the capture thereof by Her Britannic Majesty's steam-ship "Lyra," for all costs, charges, losses, damages, demurrage, and expenses as have arisen, or shall or may arise, by means of the capture and detention of the said dhow and her cargo as aforesaid.

(Signed) ABDUREMANE IBRAIM MANGA.

Evidence of Abduremane Ibraim, who being examined on certain questions by the Court, answered:—

That the book produced (Captors No. No. 10) is a book containing memorandum of his log and accounts, and his work and tables when he was studying as a pilot. There is no entry as to the shipping of the boys. That he has no document but the muster-roll to show that the boys were taken as sailors; that they were dressed like the rest of the crew, in trousers, gowns, &c.; that the boys messed with the crew; that he is not the captain who the boys say took them from their mistress; that he does not know whom they mean.

(Signed) ABDUREMANE IBRAIM MANGA.

Abduremane, having left the Court without signing his deposition (by mistake), he signed it this day, August 17, 1858, in presence of the Marshal and Registrar.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Dhow or vessel called the "*Flor de Moçambique*," Abduremane Ibraim, master.

Charles Edward Schlesinger, of Cape Town, accountant, maketh oath and saith:—

That about the year 1856 he acted as supercargo of the vessel called the "Carmelita," which was wrecked at Quillimane; that he knows that the port captain, then at that place, could not read or write; and that when any of the crew of vessels which put in at that port left such vessels, or when they were replaced by others, no notice was taken of the circumstance in the muster-roll of such vessels.

And he further saith, that in the year 1856 he remained at Quillimane for the space of about six months; and that from his knowledge of the place he can state that there was then no prison where prisoners could be kept in safety; and that the Governor of Quillimane usually sent persons who were detained as prisoners to Mozambique, there to be kept in safety; and that they were generally sent in chains to prevent them from swimming ashore, until they had passed the bar of the river at that place.

(Signed) C. E. SCHLESINGER.

On the 18th day of August, 1858, the said Charles Edward Schlesinger was duly sworn to the truth of this affidavit.

Before us,

(Signed) GEO. FRERE.
AL. DUPRAT.

Dhow or vessel called the "*Flor de Moçambique*," Abduremane Ibraim, master.

Abduremane Ibraim Manga, now or lately master of the dhow called the "*Flor de Moçambique*," maketh oath and saith, with reference to the claim made by him in this case:

That upon or about the 16th day of March last he set sail from Mozambique for Quillimane with a lawful cargo of merchandize, and a crew consisting of twenty-four men, and having arrived at Quillimane upon or about

CLASS A.

the 26th of April, he discharge the said cargo, and there took in another lawful cargo as mentioned in his affidavit made in this case upon the 14th day of August instant. That, whilst at Quillimane, three or four of the said crew deserted from the said ship, and he hired other persons in their place, and one in addition, so that when he left Quillimane he had a crew of twenty-five persons. That as no person made any inquiry on the subject no alteration was made in the muster-roll of the said ship, save that the Governor of Quillimane added one name thereto. That whilst he was at Quillimane as aforesaid, the said Governor sent six persons on board the said dhow, in charge of a party of soldiers, as prisoners of war, with an order requiring this deponent to deliver the said prisoners to the Captain-General at Mozambique. That he received the said persons in obedience to the said order, and he departed from Quillimane on the 17th of May, and arrived near the mouth of the River Luide, where he cast anchor, waiting for a favourable wind. That, on the 18th of the said month, when he went over the bar he saw two boats approaching the dhow, one from an English ship of war, and the other from a French ship of war. That seeing the said boats, he took in sail, and went again to an anchor, and the persons in the said boats went on board the said dhow, counted the persons on board, as well as the crew, as the said prisoners, the latter being at the time in irons; and examined his papers; and having done so, told this deponent he was at liberty to proceed. That on or about the 22nd of May, Her Britannic Majesty's ship "Lyra" appeared in sight, and the said dhow proceeded on her course, and whilst so proceeding, the "Lyra" approached her. That when the "Lyra" came near the dhow, a gun was fired from the "Lyra," and this deponent took in sail, and waited for a boat which came from the "Lyra." That the officer in command of the boat came on board, asked him where he came from, to which he answered from Quillimane. He then asked deponent for his papers, which he showed; counted the sailors and prisoners; opened the hatches; and spoke to this deponent. That seeing the prisoners, the officers inquired who they were; that deponent replied they were persons sent by the Governor as prisoners, and showed him the order he had received from the Governor of Quillimane; and then took the said officer into his cabin, and showed him the irons which the said Governor had sent with the prisoners. That when the dhow was boarded it was about 8 o'clock at night, and the prisoners were in bed in the hold: the irons which were on them when they were brought on board had been taken off as soon as the vessel had crossed the bar at Quillimane; when the English and French ships hove in sight, the irons were again put on them, and taken off when the said dhow had been visited. That the boat's crew then seized the said dhow on the ground, as this deponent understood, that the said prisoners were slaves. That they took the crew of the dhow and the prisoners on board the "Lyra," leaving this deponent and the cook in the dhow, which they took in tow. That certain persons then came on board the dhow, opened the boxes, and took away dollars and goods which they found. That in a box belonging to this deponent there were 250 Spanish dollars, the property of this deponent, which they took. That exclusive of the said dollars, this deponent had given 75 Spanish dollars to the cook, to keep for him, who had put them in a handkerchief which he had round his waist; these dollars they took from the cook. That the mate of the dhow had 35 dollars, which was taken from him by the people belonging to the "Lyra." That several of the sailors of the dhow had each Spanish dollars, but the number of which this deponent doth not know, and which were taken from them by the same people.

And this deponent further saith:—That by reason of having been taken prisoner and prevented from prosecuting his said voyage, and brought to this colony, he hath, in addition to the matters in respect of which he hath made claim, suffered loss to the amount of 60% sterling, which he now claims.

And this deponent further saith:—That when the dhow was seized by the "Lyra," eighteen persons, forming part of the crew, were detained in the "Lyra," all of whom were full grown men, and capable of given a satisfactory statement as to the above matters, whereas with the exception of this deponent, the mate, and the cook, the persons belonging to the dhow who have been brought here are young boys, who are less able to state facts as they occurred.

And this deponent further saith, the passage from Quillimane varies from three days to a month, and that the quantity of water which was on board was not more than sufficient for the thirty-one persons who were on board, calculating that they might be a month at sea, and that as was his custom he allowed each person to have as much water as was necessary for his comfort and convenience.

And this deponent further saith:—That the said dhow was at the time when she was destroyed tight, staunch, and strong, and fit for a voyage from the place where she was seized to Table Bay, and might have been brought to this port.

And this deponent lastly saith, the person named Galle, who acted as interpreter between this Honourable Court and the prisoners, and boys, did not interpret faithfully, and as an instance of the manner which he so interpreted; the witness Fortuna, during his examination, said, "I am not the Captain's slave;" that Galle said, You must say you are the captain's slave, which he repeated several times, and at each time he replied he was not the captain's slave.

(Signed) ABDUREMANE IBRAIM MANGA.

On the 18th day of August, 1858, the said Abduremane Ibraim Manga was duly sworn to the truth of this affidavit.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Charles Edward Schlesinger, of Cape Town, accountant, who, being sworn and examined by the Court on special interrogatories, answered:—

That he was resident at Quillimane from February to August, 1856; that he does not believe that the authorities at Quillimane would notice such a transaction as putting on board certain boys, apparently of from 10 to 15 years old at the moment of the dhow's departure, to represent persons of the same names, but of the ages of from 20 to 30 years, who had run from the crew shipped at Mozambique; that the endorsement on the muster-roll is signed by the Governor, who was not in office when he was there.

(Signed) C. E. SCHLESINGER.

This deposition having been read over to Mr. Schlesinger, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Azinto, negro, who, being examined, through Galle, answered:—

That he was three days on board the dhow before he was taken; that he had no clothes on, only a cloth; that the sailors were dressed like the captain; that he was too sick to eat food; that he slept down below; that the sailors slept on deck; that the six prisoners slept in the same place with him.

(Signed) AZINTO, ✕ his mark.

This deposition having been read over to Azinto, through Galle, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Fortuna, negro, who, being examined, through Galle, on special interrogatories put by the Court, answered:—

That he had a cloth on when on board; that the sailors had the same dress as the captain, but white; that he had millet for food; that he had not his food with the sailors; that he had the same kind of food as the sailors; that he slept below; that the sailors did not sleep in the same place; that the six prisoners slept in the same place with him.

(Signed) FORTUNA, ✕ his mark.

This deposition having been read over to Fortuna, through Galle, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Mabruque, negro, who, through Galle, being examined on special interrogatories put by the Court, answered:—

That he had no clothes on, but had a cloth before capture; that the sailors were dressed in white, like the captain; that he did not eat during the three days; that he was shut down without food; that he did not sleep among the sailors; that he slept with the other boys.

(Signed) MABRUQUE, ✕ his mark.

This deposition having been read over, through Galle, to Mabruque, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Não Valle, negro, being examined, through Galle, answered to special interrogatories put by the Court:—

That he had on a shirt, which he now has on; that he had it at Quillimane; that he had biscuits for food; that he did not have his food with the sailors; that the sailors had the same kind of food: that he did not sleep among the sailors; that he slept in the same place with all the boys; that Mabruque had the same food.

(Signed) NAO VALLE, ✕ his mark.

This deposition having been read over, through Galle, to Nao Valle, he declared the same to be correct, and affixed his mark thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Galle, interpreter, who, being examined as to the evidence of Fortuna, answered:—

That he denied that he suggested to him to say he was the master's slave.

Through the Marshal:—

That he is sure the boys understand that the questions put relate to what took place on board the dhow.

(Signed) GALLE, ✕ his mark.

Galle having quitted the Court (by mistake) without having signed this deposition, I this day read the same over to him, and he declared the same correct and affixed his mark thereto.

August 24, 1858.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Evidence of Lieutenant Harris, Her Majesty's ship "Lyra," who, being examined on special interrogatories put by the Court, answered:—

That the attention of the Captain was drawn to the fact that the ages of the boys produced could not be the same as those entered on the muster-roll at the time when they were mustered on board the "Lyra" about two days after the capture of the dhow; that the captain made no reply beyond shrugging his shoulders and saying he did not understand; he did not know why; that he was not aware before he heard it in this Court that these three boys had been shipped at Quillimane as crew; that the papers led him to suppose that they were shipped at Mozambique; that the captain made no statement on the subject: that he took charge of the men on the 9th of June, at Natal.

(Signed) W. F. W. HARRIS, *Lieutenant, R.N.*

G 2

This deposition having been read over by Lieutenant Harris, he declared the same to be correct, and affixed his signature thereto.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

(Signed)

WM. TASKER SMITH, *Acting Registrar.*

Evidence of Abdureman Ibraim, master of the "*Flor de Moçambique*," who being examined by the Court, through His Most Faithful Majesty's Arbitrator, upon special interrogatories, answered :—

That he understands the Senna language, as spoken at Quillimane, but only a little; that the boys came on board on the 16th; when he sailed from Quillimane; that they were clothed with panno, a cloth, round their loins—that is the way they all dress; that the other sailors were clothed the same way, except himself; that the boys had a sort of biscuit, rice, appas, fish, &c., for food; that it was the same food as the sailors had; that the Governor gave two or three days' rations to the prisoners—that was finished soon—after which he gave them the same food as the sailors; that the boys did not sleep below—they slept in the same place with the sailors; that the prisoners slept in the hold, but not always, and were not shut down; that the sailors, also, go below to sleep when they like.

(Signed) ABDUREMANE IBRAIM MANGA.

This deposition having been read over to Abduremane Ibraim, through Her Most Faithful Majesty's Arbitrator, he declared the same to be correct, and affixed his signature thereto.

(Signed)

WM. TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

That during the three days preceding capture his crew were clothed, some with shirts, some with cloths round their loins, some with both; that the boys were clothed with pannos; that he saw one with a shirt.

(Signed) ABDUREMANE IBRAIM MANGA.

This deposition having been read over to Abduremane Ibraim, through Her Most Faithful Majesty's Arbitrator, he declared the same to be correct, and affixed his signature thereto.

(Signed)

WILLIAM TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Evidence of Ali-Ben-Amad, mate of the "*Flor de Moçambique*," who, being sworn on the Koran, and examined upon special interrogatories put by the Court, answered :—

That he knows the four boys put on board at Quillimane; that they wore the panno, and one had a shirt; that they were fed like the rest of the crew, with biscuit, rice, fish, and ghee; that they slept along with the sailors; that the prisoners slept below, but that the hatches were open, so that they could come up when they liked; that the sailors were dressed like himself (shows a long shirt, called dassas, cloth round loins, like a petticoat); that the panno is sometimes worn long, sometimes folded short.

(Signed) ALI BEN AMAD.

This deposition having been read over to Ali-Ben-Amad, through Abdol, the priest, he declared the same to be correct, and affixed his signature (in Arabic) thereto.

(Signed)

WILLIAM TASKER SMITH, *Acting Registrar.*

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

(Translation.)

(Stamp for paper.)

No. 1.

(Signed) PINTO.

Custom House of Quillimane.

Abduremane Ibraim Manga manifests, for the sailing of the pangaio "*Flor de Moçambique*," for Mozambique, the following :—

49 barrels of gunpowder, 20lbs. each (manifest No. 9).

30 ditto ditto (manifest No. 4).

1 bale of damaged goods (manifest No. 4).

J.B. 1 case, with the following :—

36 dozen plates, and 10 pieces of muslin for clothing.

Qz. 1 package, with 1 arroba and 24 lbs. of beeswax.

100 cocoanuts.

8 canes, called "maxilas."

P. 1 bale, with 30 rolls of tobacco.

1 ditto 20 ditto.

1 bag, with 20 lbs. garlic.

Quillimane, May 15, 1858.

(Signed)

ABDUREMANE IBRAIM MANGA.

(L.S. of Customs, Quillimane.)

Manifested, Custom House of Quillimane, May 15, 1858.

(Signed)

PINTO, *First Clerk.*

The 30 barrels of powder (manifest No. 4) may be disembarked.

(Signed)

PINTO.

The 30 barrels of powder, of 20 lbs. each, may be again re-embarked.
Custom House of Quillimane, May 16, 1858.

(Signed)

PINTO, *First Clerk.*

Custom House of Quillimane.

List of the surplus articles which are on board the national pangaio "*Flor de Moçambique*," of which Abduremane Ibraim Manga is captain, as follows :—

- 20 sacks, with food for the crew.
- 3 ferras (irons).
- 1 anchor
- 4 shawls (a kind of china crape).
- 4 pipes for water (of the 6th size).
- 4 sails.
- 7 cases of clothes, for the use of the crew.
- 7 large parcels of something called "mussos" (ballast to trim the ship).
- 1 arroba of oil, for the binnacle,

Quillimane, May 12, 1858.

(Signed)

ABDUREMANE IBRAIM MANGA.

Manifested, Custom House, Quillimane, May 15, 1858.

(Signed)

PINTO, *First Clerk.*

Inclosure 3 in No. 45.

Judgment of Her Britannic Majesty's Commissioner.

FROM the papers filed in this case, and the evidence laid before the Court, it appears that the "*Flor de Moçambique*" was a dhow of the burthen of 39½ tons Portuguese (or 81½ tons English), owned by Mamadi-Bini-Amadi Mazizi, a Portuguese subject residing at Mozambique, where she was built in 1836, and regularly employed in the coasting trade in the Mozambique Channel. Out of thirteen voyages she had made, eleven were between Mozambique and Quillimane, the other two being to San Lucia and Nossibé respectively. On the 16th of March, she sailed from Mozambique for Quillimane, chartered by Joao Vicente Rodrigo de Cardenas, who appointed as master Abduremane Ibraim, the claimant in this case, with a crew of 25 persons, as sworn by the master; but, as appears from a close examination of the muster-roll with only 22. On the muster-roll 25 numbers were written, and certificate was given for that number by the Custom House, on the 13th March; but only 24 names were entered, and of these two are noted as having run away before the vessel sailed, both in the column of observations on the face of the roll, and in the visa dated March 17th. Even in these corrections some confusion exists. The numbers noted are No. 17, Amissi, and No. 22, Assinto, whereas the master swears that Amissi was landed after the capture at the Bazaruto Island. As will hereafter appear, the note applies to No. 15, Mabruque. Her passport and the usual bond given that she should not engage in the Slave Trade, received the proper visas from the authorities at Mozambique.

She arrived at Quillimane on the 26th April. Owing to the disturbed state of the country there was not much trade. Accordingly, some of the goods she had brought were re-embarked, and a few other articles were put on board. In accordance with an order from the Acting Governor, Senhor Machado, dated May 14th, the master also received on board six negroes, prisoners, to be taken in chains to the Governor-General at Mozambique. Sundry official despatches, a mail, and some loose letters. Her passport and papers received the official visas on the 15th of May, with the usual certificate from the Custom House, that she had been entered legally, and sailed legally, dated May 15th. On the 15th also, the Acting Governor Machado endorses on the muster-roll, the addition to the crew of a sailor, named Náo Valle, aged 20 years. On the night of the 16th, three boys were put on board, who answered to the names of three of the crew originally shipped at Mozambique, namely, Mabruque, No. 15; Assinto, No. 22; and Fortuna, No. 24. A fourth boy, named Náo Valle, was also shipped; but it is not clear to me at what date. He is a child of some 12 years, not a sailor of 20, as described in the endorsement. The shipment of these four boys made up the number of the crew to 25, the number certified by the Custom House at Mozambique March 13th. It may be here observed, that the master's evidence that this number does not exceed that usually carried by vessels of this class, is supported by the certificate being granted as above, and by the fact that on her voyage to Nossibé in 1857, she had a crew of 22 and two passengers. After crossing the bar on the 18th May, she was visited, according to the master, by boats from an English and a French man-of-war, who allowed her to proceed. No entry of this appears to have been made on the log-book by the visiting officers. On the 20th of May, being some 200 miles on her way to Mozambique, in order to make which she must have kept well on her course, she was boarded by a boat from Her Majesty's ship "*Lyra*," Commander Oldfield, who, upon the report of the boarding officer, himself visited her, and decided to detain her upon finding that the names and ages of four of the crew and six passengers, described as highwaymen, in no way answered the description given by the ship's papers. I may dismiss at once other circumstances mentioned in the captor's declaration as suspicious: such as the allegation that one of the prisoners was secreted below; that the slave-irons were hidden in the master's bed; that the master admitted, in conversation with Mr. Consul McLeod, who was a passenger on board the capturing vessel, that the negroes on board were slaves. These allegations are, I consider, fairly contradicted or explained by the evidence, while with regard to the boiler, water, food, and mats, if the captor considered that any serious suspicion attached to the casks and other articles, they should have been forwarded to the Court, or more particular measurements and evidence furnished with respect to them. The water and food, it may also be observed, are duly entered on the manifest; but of this, of course, the captor could not be aware, as that paper was on board under official seal, and has only lately been furnished to the Court by my honourable colleague. The presence, however, of the ten negroes on board, so unsatisfactorily accounted for, as it was, by any of the papers accessible to Commander Oldfield, and unexplained as it has since been by the evidence of the master, and by the official despatches and manifest since produced before the Court, certainly, in my opinion, accounts for Commander Oldfield having detained the vessel for trial. On the 20th May, all the persons taken on board the dhow, with portion of the cargo, were removed to Her Majesty's ship "*Lyra*;" and the dhow having been measured was destroyed by fire on the plea that she was not fit to make the voyage to the Cape of Good Hope.

This proceeding being one for which the captor is responsible to Her Majesty's Government, I should not have noticed it had not the master alleged that the presence of the vessel here would have improved his means of defence. On this I would observe, that it is not alleged against his vessel that she had any divisions or fittings peculiar to slave-vessels, and that, as far as my opinion is concerned, the absence of the vessel is immaterial.

On the 29th of May, the captor sent 18 of the crew from the "*Lyra*" in the boat belonging to the dhow, that they might land at the Bazaruto Islands, reserving the master, the mate, the cook, and the 10 negroes, whom

he sent on to this port in charge of Lieutenant Harris, as prize-officer, but making no provision for the other 18 being forwarded to the same destination. This is clearly contrary to the Treaty, Article IV, of Annex A; and it would have been better if, by a strict adherence to the stipulation, which orders that all persons who may be removed from a prize shall be conducted to the port of adjudication, the captor had enabled the Commissioners to examine other witnesses than those he himself selected, upon points which are now left in comparative doubt and uncertainty. I may here add that, if possible, the officer who made the search, and some one who was then present, should also have been sent down in charge of the persons detained, and an exact inventory furnished of all goods found on board, and especially of personal property, if any, taken from the crew of the detained vessel. With these exceptions, it is right to say that Commander Oldfield appears to have been most particular in adhering to the provisions of the Treaty.

Now, with regard to the negroes found on board, the 6 passengers are clearly prisoners in the legal custody of the Portuguese authorities. If any doubt existed of this fact, it has been cleared away by a despatch from the Governor of Quillimane to the Secretary of Government at Mozambique, which was among the papers found on board, and which my honourable colleague took upon himself to open, and to add, in translation, to the papers. This document describes the crimes with which these persons are charged, two being members of a guerilla band, taken with arms in their hands, and the others, servants and others connected with the band, which explains the discrepancy between the ages of the boys, and the term "highwaymen," by which they are all described in the order for their embarkation. It is, however, to be regretted that these people were put on board without some one in charge of them, and with no more formal warrant than the order of their embarkation.

There now remains for consideration the shipment of the negro boys Mabruque, Assinto, Fortuna, and Não Valle. Their own evidence is necessarily somewhat confused, owing to their youth and ignorance. But this much is clear to me, that they were in a state of slavery at Quillimane, and were put on board the vessel (3 of them, at least) the night before she sailed, without any idea on their part of the purpose for which they were shipped, or that they were to belong to the crew; that the person who put them on board was the Captain of the port, and that he received money from the owners of Assinto, Fortuna, and Não Valle, when he came to take them over for the purpose of putting them on board; while among the papers is a Memorandum signed by Francisco Antonio Pinto, as consignee, dated Quillimane, May 16, 1858, in the following terms:—

"You will receive passage-money ('frete') for the little negro who goes on board the '*Flor de Moçambique*,' 50 cruzados (about 4*l.* 10*s.*), from the person who will present himself to receive the said little negro."

Senhor Pinto is apparently the first clerk of the Customs, who signs the vessel's manifest. It is probable that for a boy, *bond fide* a ship-boy, any freight would be taken, but it is not impossible that he may be looked upon as one of the crew for any work obtainable for him, so as to obviate the shipment of another as crew, for which, in return, he would be provisioned during the voyage. The master asserts that these boys were shipped for him, in order to make his crew up to the number of 25, for which he was responsible at Mozambique; but, as already noted, his responsibility, if any, could not extend beyond 22, that being the number officially noted on his muster-roll by the visa of March 17; while, if it had been necessary to ship additional hands at Quillimane, to replace the men who had run away, this could have been effected in proper form by endorsement on the muster-roll, as was done in respect to the boy Não Valle. It cannot be admitted, in my opinion, that these three boys are properly entered on the muster-roll, merely because they answer to the names of three of the missing seamen. Mabruque, aged 12 years, shipped at Quillimane, can never be held to be Mabruque, of 27 years, shipped at Mozambique, and so on for the other two; and a similar objection might, I think, be made in the fourth instance, in which a child like Não Valle figures as a sailor aged 20, a bachelor. But this fact is important, as supporting the master's assertion that the Portuguese functionaries are quite indifferent to the age of persons they enter on a muster-roll; and it is a fact that an entry of age is not required by the Commercial Code. And here I must remark, that the solution of this question has been made more difficult for me by the decision of the majority of this Mixed Commission, that the sealed letters of which the master was the bearer should not be examined. Among these papers either some explanation as to the real destination of these boys would have been found, or, if nothing had appeared on the subject, it would have been a strong argument in favour of the master's position, that they were shipped as a matter of course by the port officer, to make up his crew to the number named in the certificate of the Custom House at Mozambique, to which he was returning. However it is, I think, proved that the shipment of these boys was most irregular, and the question for the Court to decide is, whether this irregularity constitutes a breach of the Treaty, and calls for a sentence of condemnation on this vessel. In my opinion it does not. It must be assumed that there is nothing in the Treaty to prohibit the master of a Portuguese coasting vessel from filling up with natives any vacancies among his crew caused by death or desertion. The Treaty does not, in fact, touch the question.

Still, clearly, if such persons be taken on board they should be shipped, so as not to render the muster-roll a nullity, as in the present case. But if they are shipped without any form or regularity, this is only a contravention of Portuguese municipal law and not of the Treaty; and the manner in which Não Valle was shipped as a man of twenty is a striking proof that the irregularity and carelessness of the port officer at Quillimane, to which the witness, Mr. Schlesinger, bore testimony, has not diminished; and, from the state of the muster-roll as made out when the vessel sailed from Mozambique, this state of business would seem to prevail to some extent, even at the principal port of Her Most Faithful Majesty's dominions.

The vessel, then, had been duly dispatched by the competent authorities at Quillimane, and the passengers, despatches, and mail put on board were additional proofs that at the time of her departure she was considered by them as a perfectly legal vessel. After her departure from Quillimane nothing has even been alleged as an indication of illegal pursuits, and she had proceeded to make the best of her way to the port of Mozambique until interrupted by the capturing ship, whom she made no effort to avoid; and I am, therefore, of opinion that she was engaged on a legal voyage when captured, and that she should, therefore, be restored, with her cargo, to the claimant.

But I am further of opinion that the conduct of the master in shipping or allowing these boys to be shipped in the irregular manner proved has led the captor into error, and that, therefore, none of the expenses of bringing this vessel to adjudication should be allowed to fall upon the captor.

Inclosure 4 in No. 45.

Judgment of the Portuguese Commissioner.

I HAVE weighed very carefully all the points of the accusation brought forward by the captors in their affidavit, which, in my opinion, is informal, containing, as it does, hearsay evidence, and it not being possible for Lieutenant Harris to speak with legal accuracy as to what Lieutenant Stephens and Commander Oldfield found on board the dhow when he was not present. The reason given, also, as to the destruction of the ship, that it was necessary to do so, as stated in the captain's affidavit, does not at all satisfy me; first, because Article IV Annex B establishes what is legally to be done on seizing a vessel; and secondly, principally, because an affidavit of a captor is not quite enough proof, if it be considered that in all cases of captured ships brought before this Court it has been found necessary to order an examination or survey of the vessels, as the affidavits in which all reasons of capture are sworn to are not sufficient. This proves to me that though an affidavit is made on oath it is necessary to find out whether what is stated in the affidavit be right or wrong, as every one is liable to mistake, and a mistake here may be the deciding word for or against the vessel. In my opinion Lieutenant Stephens, who boarded the dhow, and some of the crew of the steamer "Lyra," ought to have been sent here to give the necessary evidence before this Court. I, therefore, come to the conclusion that the captors, having only brought forward suspicions but not a single fact in contravention of the Treaty, and my office binding me to act only according to the stipulations of the said Treaty, and not on vague suspicions or points not clearly demonstrated, pronounce it to be my opinion that the pangaio "*Flor de Moçambique*" is not a lawful prize and should not be condemned, and that the vessel or her value, with the cargo in the state in which they were found, be delivered to her master as soon as he or his representative shall have paid the costs and expenses of this process, the vessel having no right to indemnification for losses, damages or expenses resulting from the detention, in conformity with the stipulations of the 10th Article of the above-mentioned Treaty, which provides that when the captor has been led into error by the fault of the master the Court shall not award any indemnification for losses and damages, &c.

Inclosure 5 in No. 45.

Affidavits.

IN the business of the Portuguese dhow "*Flor de Moçambique*," whereof Abduremane Ibrahim is master, her tackle, apparel, and furniture, and the goods, wares, and merchandize, and slaves on board the same, taken by Her Majesty's ship of war "Lyra," Rodolphus B. Oldfield, Esq., Commander, and the said dhow burnt, her master, crew, and slaves brought to Table Bay.

Appeared personally, William Harris, a Lieutenant of Her Majesty's ship of war "Lyra," duly authorized and empowered, according to the provisions of the Treaty of the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, to make seizures of vessels engaged in that Traffic, who, being duly sworn, maketh oath—

That on the 20th day of the month of May, 1858, being in latitude 15° 50' S., and longitude 40° 22' E., the dhow or vessel called the "*Flor de Moçambique*," whereof Abduremane Ibrahim is master, was seized and detained by reason that the said ship was employed in the Traffic in Slaves, contrary to the Treaty aforesaid.

And the deponent further maketh oath, that the paper, writings, and documents hereunto annexed, marked from No. 1 to No. 10 inclusive, were given to deponent by the said R. B. Oldfield, and that the same are now brought and delivered up in the same plight and condition as when received by the deponent, without any fraud, addition, subduction, alteration, or embezzlement whatever, save the numbering and marking thereof.

Lastly, the deponent maketh oath as follows:—

That having seized and detained the said dhow as aforesaid, the "Lyra" took her in tow all that night. Next morning, the 21st of May, finding she was unsuited to encounter the perils of a voyage to the Cape, especially during the winter season, she was cleared of her cargo, consisting of gunpowder, tobacco, and some rice and other provisions, and the crew, master, and slaves, ten in number, together with the cargo and slave-irons, taken on board the "Lyra;" and next day the dhow was, after being measured, set fire to and burnt. That the "Lyra" then proceeded to the Bazaruto Islands, where they landed eighteen of the crew, retaining on board the master and two of the crew of the dhow, and the slaves. That from the Bazaruto Islands the "Lyra" proceeded to Port Natal, where the said master and the two of his crew, with the said slaves, were trans-shipped on board the steamer "Madagascar," in charge of deponent. That the "Madagascar" left Natal on the 26th day of July last, and arrived in Table Bay on the 6th of August instant.

(Signed)

W. F. W. HARRIS, *Lieutenant, R.N.*

On the 7th day of August, 1858, the said William Harris, a Lieutenant of Her Majesty's steam-sloop "Lyra," was duly sworn to the truth of this affidavit.

Before me,

(Signed) AL. DUPRAT, *Commissioner.*

List of Papers annexed.

Five certificates required by Treaty, respectively marked Form No. 3, Form No. 4, Form No. 5, Form No. 8, Form No. 9.

Certificate of Tonnage.

Papers and documents found on board, viz.:—

No. 1.—Manifest and documents connected with present cargo, and part of the last. (Eleven *conhecimentos*.)

No. 2.—Documents connected with manifest (said to have been lost). (One manifest, Nossibé, 1857. Two *conhecimentos*.)

No. 3.—List of men stated to be her (dhow's) crew. (Muster-roll.)

No. 4.—List of men stated to be prisoners. (Order for embarkation.)

- No. 5.—Packet of eight letters directed to people in the Government of Mozambique.
 No. 6.—Packet of ninety-seven private letters directed to inhabitants of Mozambique.
 No. 7.—Passport (three papers). Royal passport; ditto from Nossibé; bond required by Decree of December 1836.
 No. 8.—Certificate (apparently clearance). (Second bond as above.)
 No. 9.—Fifteen receipts or memoranda found among other papers.
 No. 10.—Log-book.
 Certificate of reasons for not landing prize's cargo.
 N.B.—Among the letters were found two besides the above, viz., a letter officially addressed to the Chevalier Alfredo Duprat, His Most Faithful Majesty's Commissioner at the Cape of Good Hope; and the other directed to Mrs. Toby, Cape Town.
 The former was delivered on the 6th August instant, to the Commissioner; the latter is brought in with the other papers, to await the disposal of the Court.

(Signed) W. F. W. HARRIS, *Lieutenant, R.N.*

Form No. 3.

I, R. B. Oldfield, Esquire, Commander of Her Britannic Majesty's ship "Lyra," do hereby certify that I have removed from the dhow "*Flor de Moçambique*," whereof Abduremane Ibraim is master, twenty-five crew and six passengers. Ten of the negroes shown, by papers produced by the captain, as crew and passengers, are not as represented by him, but are slaves, as they in no way answer the description given of them in the papers above referred to.

Removed from the detained vessel in latitude 15° 50' south, longitude 40° 20' east, at the time of capture, preparative to her being destroyed. Afterwards landed at the Bazaruto Islands on the 29th of May, 1858, retaining on board the captain, mate, and cook, together with those shown above, as believed by me to be slaves.

Signed this 20th day of May, 1858.

(Signed) R. B. OLDFIELD, *Commander, H.M.S. "Lyra."*

Form No. 4.

I, the Undersigned, R. B. Oldfield, Esq., holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's steam-sloop "Lyra," do hereby certify that, on the 20th day of May, 1858, being in latitude 15° 50' south, and longitude 40° east, from Greenwich, I seized the dhow "*Flower of Mozambique*," whereof Abduremane Ibraim is master; and that she had on board, at the time of capture, 10 male slaves.

The 10 negroes, stated by me as slaves, are shown by the ship's papers to be part of the crew, and were sent on board for passage to Mozambique for rebellion, by the Governor at Quillimane, but in no way answer the description given of them, and answer in every way to that of slaves, and I have, consequently, so specified them.

I further certify that the papers which I have numbered 1 to 10 inclusive are the whole of the documents, letters, and writings seized on board, which are hereunder specified and described, viz. :—

- No. 1. Manifest, and documents connected with present cargo, and part of the last.
- No. 2. Documents connected with manifest (said to have been lost).
- No. 3. List of men stated to be her crew.
- No. 4. List of men stated to be prisoners.
- No. 5. Packet of letters directed to people in the Government of Mozambique.
- No. 6. Packet of ninety-seven letters, directed to inhabitants of Mozambique.
- No. 7. Passports.
- No. 8. Certificate (apparently).
- No. 9. Receipts or memoranda found among other papers.
- No. 10. Log.

Signed by me this 22nd day of May, 1858.

(Signed) R. B. OLDFIELD, *Commander, H.M.S. "Lyra."*

Form No. 5.

I, the Undersigned, R. B. Oldfield, Esq., holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Lyra," duly authorized by the Treaty between Great Britain and Portugal, dated the 3rd of July, 1842, for the suppression of the Slave Trade, do hereby declare that, on the 20th day of May, 1858, being in latitude 15° 50' south, and longitude 40° 22' east of Greenwich, I seized the dhow "*Flower of Mozambique*," whereof Abduremane Ibraim is master, for having violated the said Treaty; and I further declare that the vessel had on board, at the time of seizure, a crew of 25 persons, 6 passengers, and 10 male slaves.

Four of the crew, and the 6 negroes shown as rebels, are believed by me to be slaves.

And I do also declare that I found this vessel in the following state :—

State of vessel—Good, and sea-worthy for native trade. Cargo well stowed.

Cause of seizure—The names and ages of 4 of her crew, and the whole of the 6 passengers specified as rebels, in no way answering that given by the ship's papers, as well as one of them amongst the so-called rebels being secreted in the hold; together with having slave-irons on board.

Given under my hand, this 22nd day of May, 1858.

(Signed) R. B. OLDFIELD, *Commander, H.M.S. "Lyra."*

[Form No. 8 is the counterpart of Form No. 4.]

Form No. 9.

I, the Undersigned, R. B. Oldfield, Esq., holding the rank of Commander in Her Britannic Majesty's Navy, and commanding Her Majesty's ship "Lyra," duly authorized by the Treaty between Great Britain and Portugal, dated the 3rd of July, 1842, for the suppression of the Slave Trade, do hereby declare that, on the 20th day of May, 1858, being in latitude 15° 50' south, and longitude 40° 22' east of Greenwich, I seized the dhow "*Flower of Mozambique*," whereof Abduremane Ibraim is master, for having violated the said Treaty; and I further declare that the vessel had on board, at the time of seizure, a crew of 25 persons, six passengers and slaves, and that the following are the names of the crew and passengers, and the number of the male and female slaves:—

Names of the Crew.	Names of the Passengers.	Number and Sex of Slaves.
		Males.
Abduremane Ibraim.	Domingos	6
Ali-Bene-Amad.	Utumbe	
Chabane.	Dazinapieraro . .	
Mamad-Bene-Amad.	Mapanda	
Lotine.	Nherezano	
Farane.	Manta	
Feruzo.		
Baraca.		
Mubaraca.		
Mubalia.		
Uvuma.		
Batia.		
Jamali.		
Mussà.		
Mabruque .. ..	.. ..	1
Flèr.		
Amissi.		
Damongo.		
Marèchèà.		
Bàn.		
Abduremane Dano.		
Assinto . . . .	.. ..	1
Bàn.		
Fortuna . . . .	.. ..	1
Não Valle .. ..	.. ..	1
Total, 25.	Total, 6.	Total, 10.

And I further declare the condition of the slaves was as follows:—Somewhat thin and emaciated, and suffering from sores about their hips: otherwise in good health.

And I do hereby declare that I found this vessel and her cargo in the following state:—

State of vessel.—Good and seaworthy for native trade.

State of cargo.—Well stowed, and in a good state of preservation.

Given under my hand, this 22nd day of May, 1858.

(Signed) R. B. OLDFIELD, Commanding H.M.S. "Lyra."

Certificate of Measurement.

This is to certify, that agreeably to instructions received from Commander R. B. Oldfield, we, the Under-signed, have been on board the dhow "*Flor de Moçambique*," prize to Her Majesty's ship "*Lyra*," and have taken a strict and careful measurement of her, which we find to be as follows, viz.:—

From figure-head to taffrail 60 feet.
 Extreme breadth overall 17 "
 Depth of hold (from keelson to deck) 9 "

Deduct 10 feet from extreme length to allow for rake of stem and stern-post, gives 50 feet length for tonnage.

These dimensions give $81\frac{3}{4}$ tons.

N.B. A poop, estimated at 8 tons, is not included in the above.

Given under our hands, on board Her Majesty's ship "*Lyra*," in latitude $16^{\circ} 20'$ south, longitude $40^{\circ} 56'$ east, this 21st day of May, 1858.

(Signed)

JAMES WILSON, *Chief Carpenter's Mate.*
 (No Carpenter borne.)

E. M. SHACKLOCK, *Master.*

W. F. W. HARRIS, *Senior Lieutenant.*

Approved.

(Signed) R. B. OLDFIELD, *Commander.*

Master Roll.

Capitania do Porto de Moçambique.

Matricula, e rol da equipagem do pangaio denominado "*Flor de Moçambique*," embarcação Portuguesa, de qué e proprietaria Amad Mesisi, que segue viagem deste porto para o de Quilimane, com passaporte do Governo-General desta Provincia.

Numeros.	Empregos.	Nomes.	Naturalidos.	Idades.	Estado.	Cor.	Observacoes.
1	Capitão ..	Abduremane Ibramo ..	Damão ..	22	Salteiro ..	Trig. ..	Com ajustes particulares.
2	Contramestre ..	Aly Bene Amad ..	Comoro ..	31	.. ..	Preto ..	
3	Marinhas ..	Chabane .. ..	.. ..	30	.. ..	.. ..	
4		Mamad Bene Amad ..	Moçambique	19	.. ..	.. ..	
5		Idine	Zanzibar ..	32	.. ..	.. ..	
6		Farane	Moçambique	28	.. ..	.. ..	
7		Feruzo .. ..	.. ..	24	.. ..	.. ..	
8		Baraca .. ..	.. ..	21	.. ..	.. ..	
9		Mubaraca .. ..	.. ..	27	.. ..	.. ..	
10		Mubalia	Comoro ..	34	.. ..	.. ..	
11		Uvuma .. ..	.. ..	27	.. ..	.. ..	
12		Ratia	Moçambique	36	.. ..	.. ..	
13		Jamali .. ..	.. ..	30	.. ..	.. ..	
14		Mussà .. ..	.. ..	31	.. ..	.. ..	
15		Mabruque .. ..	.. ..	27	.. ..	.. ..	
16		Hèr .. ..	.. ..	13	.. ..	.. ..	
17		Amissi	Zanzibar ..	27			Nao segue viagem para haver pegio de bordo. (Assignado) CORDEIRO.
18		Damongo	Moçambique	30	.. ..	.. ..	
19		Marecha .. ..	.. ..	29	.. ..	.. ..	
20		Ban		19			Como No. 17. (Assignado) CORDEIRO.
21		Abduremane Daño ..	.. ..	25	.. ..	.. ..	
22		Assinto .. ..	.. ..	15	.. ..	.. ..	
23		Ban .. ..	.. ..	20	.. ..	.. ..	
24		Fortuna .. ..	.. ..	15	.. ..	.. ..	
25							

Contem esta matricula vinte e cinco pessoas de tripulação. Capitania do Porto de Moçambique, em 13 Março, 1858.

(Assignado) MIGUEL AUGUSTO DA SA. CORDEIRO,
(Stamp of Royal Arms.) *Alfs. Sendo. de Capitano do Porto.*

Endorsements on the back of the Muster-Roll.

Visto.—Segue viagem Quilimane, Moçambique, 17 de Março de 1858, levando apenas vinte e duas pessoas.
(Assignado) MIGUEL AUGUSTO DA SA. CORDEIRA,
Alfs. Sendo. de Capitano do Porto.

Vai de mais nesta matricula, um Marinheiro por nome Não Valle, natural de Quilimane, de idade de 20 annos, solteiro, cor preto.

Quartel do Governo de Quilimane, e de Rios de Senna em Quilimane, o 15 de Maio, 1858.
(Assignado) J. S. MACHADO, *Govr. Interino.*

Order for Embarcation of Six Prisoners.

O mestre do pangaio "*Flor de Moçambique*" recebera a bordo do mesmo, seis negros, por nomes Domingos, Utumbe, Dazinapieraro, Mapanda, Nherezani, e Mauta, que se achão prezos por rebeldes salteadores, os quaes conduzera a Moçambique com toda a segurança acorrentados, e ali os entregará a disposição do Governo-General.

Quartel do Governo de Quilimane, e de Rios de Senna em Quilimane, 14 de Maio, 1858.
(Assignado) JOAO DE SOUZA MACHADO, *Govr. Interino.*

Translation of a Custom-House Receipt.

Received from the captain of the national pangaio, "*Flor de Moçambique*," the sum of 2,800 reis, for the visits on the entry and sailing of the said pangaio, and to certify which, I have passed this receipt, which I myself sign.

Custom-House of Quillimane, May 14, 1858.

(Signed) ANSELMO FRANCISCO.
GOMES XAVIER, *Treasurer.*

Translation of another Custom-House Receipt, referring to the above.

The Treasurer of this Custom-house must receive 2,800 reis for the visits on entry and departure of the pangaio, "*Flor de Moçambique*."

Custom-House at Quillimane, May 14, 1858.

(Signed) FRANCISCO ANTO. PINTO, *First Clerk.*
Received.
(Signed) XAVIER, *Treasurer.*

Translation of a Receipt for Provisions.

Received, six sacks of ground-rice, on account of the ship's provisions, in truth of which I have passed this receipt, which I myself sign.

Quillimane, May 15, 1858.

(Signed) ABDUREMANE IBRAIM MANGA.

Translation of a Receipt as follows:—

You will receive as passage-money, for the muluque (or young negro servant), who is going on board the pangaio "*Flor de Moçambique*," 50 cruzados, which will be paid to you by the person who will present himself to receive the said negro.

Quillimane, May 16, 1858.

(Signed) FRANCISCO ANTO. PINTO, *Consignee.*

Translation of an Order and Receipt for Money paid to a Custom-House Guardian.

The captain of the pangaio "*Flor de Moçambique*" will pay the Guardian who is on board, the sum of 900 reis, for three days, during which

Quillimane, May 16, 1858.

(Signed) FRANCISCO ANTO. PINTO, *First Clerk.*

Endorsed.

I, the Undersigned, have received from the captain of the pangaio, "*Flor de Moçambique*," Abduremane Ibraim Manga, the sum of 900 reis, in payment for three days during which I was on board the said pangaio as guardian: in truth of which I have passed this receipt, which I myself sign.

(Signed) PEDRO PELMO DE SOUZA, *Guardian.*

Translation of a Receipt from the Clerk to the Judge at Quillimane.

I, the Undersigned, the clerk to the Judge Ordinary of this Court, have received from the hands of Senhor Abduremane Ibraim Manga, ten conhecimentos (bills of lading), from various shippers at the capital of Mozambique, which he brought into this Court, in his quality of captain and pilot of the National pangaio, "*Flor de Moçambique*," to be annexed to the papers of Isidoro Correa Pereira, who begged it from this Court; and in confirmation of my having received the above-mentioned conhecimentos, I have passed this receipt, which I myself sign.

(Signed) The Clerk to said Judge,
VICTORINO BAPTISTA MONTEIRO.

Copy of Captor's Certificate for not landing Cargo of Dhow at Natal.

This is to certify, that on account of the sea on the bar, it is impracticable to land the cargo (viz., tobacco, gunpowder, &c.) taken out of the dhow, "*Flor de Moçambique*" (prize to Her Majesty's steam-ship "*Lyra*").
 Given under my hand, on board Her Majesty's steam-ship "*Lyra*," off Port Natal, 9th June, 1858.
 (Signed) R. B. OLDFIELD, *Commander*.

Inclosure 6 in No. 45.

Sentence in the case of the Portuguese Dhow "Flor de Moçambique."

THE Commissioners, having heard the said claim and proofs read, pronounced the said vessel, "*Flor de Moçambique*," her tackle, apparel, and furniture, and the goods, wares, and merchandize laden therein, to have been at the time of the capture and seizure thereof, engaged in licit traffic, and as such, not subject and liable to confiscation;

That the six negro prisoners being in the lawful custody of the Portuguese Government, be delivered over to the Consul of His Most Faithful Majesty;

That the master, contramestre, and cook, and the four negroes, Mabruque, Azinto, Fortuna, and Não Valle, be released from the custody of the marshal;

That these four negro boys be made over to the care of the curator of emancipated negroes, if they do not choose to accompany the master and others of the crew to their own country;

That the claim as to the value of the vessel and cargo be admitted, and be referred to the Registrar for report as to the amount;

That the claim for costs and damages be rejected, inasmuch as the Commissioners have agreed, without reference to arbitration, that the captor was led into error by the fault of the master; and that the Registrar be directed to ascertain and report upon the amount, and to receive the same from the claimant, before giving him the award.

No. 46.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received December 30.)

My Lord,

Cape Town, November 5, 1858.

WITH reference to our despatch of the 13th of September last, inclosing our report of the case of the dhow "*Flor de Moçambique*," we have the honour to inform your Lordship that a claim presented by the master for the value of the vessel and her cargo is still under the consideration of the Court, there being several items upon which the Court desires to have further evidence from the captors, which cannot be given until the arrival of Her Majesty's ship "*Lyra*," shortly expected at Simon's Bay.

We have further the honour to inform your Lordship that Abduremane Ibrahim, his mate, and his cook, left this colony for Mozambique in the ship "*Zanzibar*," on the 1st instant, having previously signed a power of attorney in favour of His Most Faithful Majesty's Consul at this place, who will represent their interests after their departure.

We have, &c.
 (Signed) GEO. FRERE.
 FREDERIC R. SURTEES.

No. 47.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received December 30.)

My Lord,

Cape Town, November 8, 1858.

WE have the honour to acknowledge the receipt of your Lordship's despatch of the 6th of September last, transmitting to us extract and copies of two despatches from Her Majesty's Consul-General at Havana, containing information with regard to vessels under American colours, which are suspected of being destined to be employed in the Slave Trade; and, in obedience to your Lordship's instructions, we have communicated the contents of the papers inclosed in your Lordship's despatch to the naval authorities on the Cape station.

We have, &c.
 (Signed) GEO. FRERE.
 FREDERIC R. SURTEES.

No. 48.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received January 27, 1859.)

(Extract.)

Cape Town, November 23, 1858.

WE have the honour to report to your Lordship that Mr. Robert Knox has this day presented to the Mixed Commission his letter of appointment as Registrar, and has taken, in due form, the oath prescribed by Article I of Annex B to the Treaty.

No. 49.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received January 27, 1859.)

My Lord,

Cape Town, December 16, 1858.

WE have the honour to acquaint your Lordship that, on the 6th instant, the case of a Portuguese vessel named the "*Emalada*," was brought before this Court by the captor, Commander Oldfield, of Her Majesty's ship "*Lyra*," and that Tuesday next, the 22nd instant, has been appointed for hearing counsel on the evidence which has been collected.

We may, therefore, hope to be able shortly to transmit to your Lordship our report upon the case in question.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

No. 50.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received January 27, 1859.)

My Lord,

Cape Town, December 20, 1858.

WE have the honour to acquaint your Lordship that, on the 10th instant, the case of the Portuguese schooner "*Esperança*" was brought before this Mixed Commission by the captor, Commander Oldfield, of Her Majesty's ship "*Lyra*."

The evidence has been taken and publication decreed; but the captor, having prayed to be heard by counsel, we are unable yet to furnish to your Lordship our report of this case.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

No. 51.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received January 27, 1859.)

My Lord,

Cape Town, December 21, 1858.

WITH reference to our despatch of the 5th of November, reporting that the claim of the master of the "*Flor de Moçambique*" was still under consideration, we have now the honour to inform your Lordship that the case has this day been concluded by an award of Court, by which the sum of 993*l.* 19*s.* sterling was assigned to the claimant in compensation for the loss of the vessel, her cargo, and other property on board at the time of capture.

Our report of the second part of this case, with copies of the Registrar's report and of the affidavits and depositions filed relative to the award, shall be forwarded to your Lordship as soon as we are able to have them prepared.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

No. 52.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received January 27, 1859.)

(Extract.)

Cape Town, December 21, 1858.

WITH reference to our despatch of the 5th November, reporting the claim of the master of the "*Flor de Moçambique*," was still under the consideration of this Mixed Commission, as to certain items reserved until the arrival of Her Majesty's ship "*Lyra*," we have the honour to inform your Lordship that that vessel

having returned to Simon's Bay, the proceedings in this matter were resumed, and have been brought to a close by an Award of Court, pronounced this day, by which the sum of 993*l.* 19*s.* sterling was assigned to the claimant in compensation for the loss of the vessel, her cargo, and other property on board at the time of capture.

We have now the honour to inclose a copy of our report of the second part of this case, and of the Registrar's Reports, together with the affidavits and depositions filed relative to the award.

These papers will show that no part of the amount was awarded until every inquiry had been made; first, by the Registrar, with the Marshal and assistant merchants, previous to framing his report; and subsequently, on the report being handed in, by the two Commissioners before whom item after item was discussed, in the presence of both captor's and claimant's proctors on various occasions; that, on some items, arbitration was had recourse to, and the amount reduced; and that as to the main item, viz., the value of the vessel, the Commission was fortunate enough to possess, in the Acting Marshal, a very competent authority, that gentleman having formerly personally commanded merchant-vessels trading to the Persian Gulf and the East of Africa.

P.S.—We have the honour to add to the papers herewith transmitted copy of a certificate, showing that on the 6th of January instant, the taxed costs in this case, amounting to the sum of 166*l.* 19*s.* 6*d.*, were paid by the claimants' representatives.

Inclosure 1 in No. 52.

Report of the Second Part of the case of the Portuguese Dhow "Flor de Moçambique."

ON the 2nd of September, 1858, the Court decreed that the "*Flor de Moçambique*," at the time of her seizure by Her Majesty's ship "*Lyra*," was not liable to confiscation; admitted the claim for the value of the vessel and her cargo, and referred the same to the Registrar for his report as to the amount; rejected the claim for costs and damages, and directed the Registrar to ascertain the amount thereof, and to receive the same from the claimant before giving him the award.

On the 16th September the claimant's proctor filed a supplementary affidavit as to his claim, with abstract of his accounts, showing (A) that he had sold goods at Quillimane to the amount of 759 Spanish dollars; (B) that he had a balance of cash in hand when he left Quillimane of 376 Spanish dollars; and (C) that certain of the goods on board were specially under his charge; and (D) that he valued the clothes he had lost at 50 Spanish dollars. These papers were also referred to the Registrar.

On the 24th of September the Registrar brought in a Report upon the claim, which was taken into consideration by the two Commissioners. By this report the Registrar proposed to reduce the items numbered 2, 4, 5, 7, 8, 9, 10, and 13, and to disallow the items 14 to 23 inclusive, which reduced the amount claimed from 1,308*l.* to 841*l.* 12*s.* 6*d.*; and the Registrar further suggested that items 12, 14, and 15, being for money and clothes, should be left open until the arrival of Her Majesty's ship "*Lyra*" should give the captors an opportunity of producing further evidence with respect to them.

The British Commissioner was of opinion that this Report, with some few slight amendments, should be adopted; but the Portuguese Commissioner was of opinion that the whole amount claimed should be awarded with the exception of items 14 to 23, which were of the nature of damages, which the Court had rejected; recourse was therefore had to arbitration, and the British Arbitrator was elected.

On the 27th September the two Commissioners and the Arbitrator took the Report into consideration, hearing the Proctors of both parties, and with the assistance of the Marshal. At this Session the Registrar was directed, by consent of the two Commissioners, to amend his Report in respect to the following items:—No. 5, for ten pieces of muslin, was increased from 3*l.* to 10*l.*, on the explanation of the claimant that the pieces were ladies' dresses, and not common muslins for men. No. 7, for a bale of baftas, was increased from 6*l.* to 25*l.* 4*s.*, on the master showing, by his accounts, that he had sold a similar bale at that rate at Quillimane. No. 9, for wax, was increased from 1*l.* 8*s.* to 2*l.* 14*s.*, on its being shown that the reasonable price per lb. was 1*s.*, and not 6*d.*, as before supposed. No. 10, for garlic, was increased from 1*l.* 5*s.* to 2*l.* 10*s.*, on the master showing that it was an article of importation, and not cultivated on the coast. No. 11, for palanquin poles, was increased from 2*l.* 5*s.* to 2*l.* 12*s.* 6*d.*, there having been seven instead of six on board. By these additions, the amount allowed by the Registrar's first Report was increased by the sum of 29*l.* 2*s.* 6*d.*

The other reductions recommended by the Registrar, in the value of the vessel, and in items Nos. 6 and 3, as to her cargo, were carried by the majority of the Court, by which also it was decided to reserve the items for money and personal property until the arrival of the captors.

The Proctor, for the claimant, having prayed for leave to amend his claim in respect to freights dues and stores, the Registrar was directed to receive and report upon these items in his amended Report.

On the 6th of October the amended Report of the Registrar was taken into consideration by the two Commissioners and the British Arbitrator, in the presence of the Proctors of both parties, and of the Marshal, when it appeared that the new items for freights and stores, and for damage to certain nautical instruments, placed by the Registrar in schedule marked B, amounted to 128*l.* 16*s.*, which increased the total amount claimed to the sum of 1,436*l.* 19*s.* 10*d.*

Of the new items all were allowed except No. 3, which was reduced from 39*l.* 7*s.* to 22*l.*, it appearing, on explanation that the article charged for was not "lime," as at first translated, but blocks of wood for burning lime; and No. 4, by which 15*l.* 15*s.* was charged for freight on these blocks, which had been shipped, according to the papers, as "ballast." No. 7, for the value of the nautical instruments broken, according to the captain's statement,

while in the custody of the captors, the Registrar recommended should be reserved until the captors could be heard thereupon, which was approved, and the Registrar was directed to amend his Report accordingly, and to rearrange the items, so as to place all those upon which the evidence of the captors was to be taken at the end of the Schedule.

On the 11th of October the Report, thus amended, was brought in, when the items No. 1 to 25 inclusive were formally adopted by the Commissioners; and it appearing that the claimant had an opportunity of proceeding to Mozambique, the Portuguese Commissioner urged that the opinion of the Mixed Commission should also now be given as to the items reserved for further evidence on behalf of the captors. To this proposal the British Commissioner replied that he could not accede, as the claim for the money and clothes involved an accusation against the discipline of the capturing vessel, which it would be unjust to admit before the captor had had an opportunity of offering evidence, and the British Arbitrator, agreeing with him in opinion, the former decision of the Mixed Commission, to reserve these items, was maintained.

In consideration, however, of the claimants having been so long detained, and being now ready for their departure, the British Commissioner assented to allow the items No. 29 for the captain's clothes, and Nos. 27 and 30 for the watch and broken instruments, which two last items were reduced from 11*l.* 5*s.* to 10*l.*, and from 16*l.* 13*s.* to 8*l.* 5*s.*, being the prices at which the Marshal ascertained that such a watch and instruments could be replaced here.

In consideration also of the vessel having been destroyed by the captor, by which proceeding the claimant and the other detained persons were deprived of a place to live in, and of the means of returning to their homes, an item was allowed No. 31 for lodging-money from the date of sentence 4*l.* 6*s.*, and for the cost of their passage to Mozambique item No. 32, 30*l.*, being the amounts actually charged for these two services.

On the 13th of October, the proctor for the claimants prayed the Commissioners to examine the three detained persons as to the loss of the money and clothes, which was accordingly done on the 13th and 14th of October, when the witnesses were also cross-examined by a proctor for the captors.

The men shortly afterwards left the cape for Mozambique in the Hamburg ship "Zanzibar," leaving a power of attorney with the Consul of Portugal to represent their interests respecting the award.

Here the case rested until the return of Her Majesty's ship "Lyra" to Simon's Bay, when, by agreement between the proctors of both parties, a day was fixed for proceeding with the case.

On the 15th of December accordingly the Commissioners and Arbitrator sat, when the Minute of the 11th of October was read, by which the Registrar's amended Report was formally declared to be adopted by the Mixed Commission to item No. 25, amounting to 86*l.* 2*s.* 6*d.*, and it was announced, that the Commissioners had further adopted the Report as regarded the watch, and clothes, and instruments, and had directed the addition of items for lodging and passage-money, and the captor was informed it was open to him to produce any evidence he might have to offer upon the items reserved, when the captor by his proctor declined to offer any evidence, unless he were allowed to produce evidence on the whole of the claim, on the plea that the claim had been made after the termination of proceedings in this Court, where the captors were not sufficiently represented by the prize officer, and at a period when, being engaged in other duties elsewhere, they were necessarily precluded from producing full and sufficient evidence, which they now tendered on the whole claim.

The Mixed Commission declined to receive further evidence on items already decided, and again invited the captor to produce evidence on the items reserved, on which the captor and his proctor withdrew from the Court.

The British Arbitrator then suggested that the Court should adjourn; but the proctor for the claimant prayed the Commission to proceed to a decision on the items reserved, which were accordingly read, and no evidence being offered against them they were allowed, and the Registrar was directed to amend his Report accordingly.

On the 20th of December the amended Report was brought up and read, and the Court pronounced its award, declaring the claimant entitled to the sum of 993*l.* 19*s.*, viz. :—

	£	s.	d.
For the ship, her tackle, equipment, and stores ..	549	8	0
For all freights due and payable ..	7	13	0
For the value of the cargo of merchandize ..	304	1	6
For the value of cash, instruments, and clothes ..	98	8	6
For expenses of lodging and passage to Mozambique, the vessel having been destroyed by the captor ..	34	8	0
Total	993	19	0

Cape Town, December 21, 1858:

(Signed)

GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure 2 in No. 52.

Report.

Dhow "*Fleur de Moçambique*," Abduremane Ibrahim, Master.

To the trusty and well-beloved the Commissioners named in the Mixed Commission, established at Cape Town, Cape of Good Hope.

WHEREAS by your Decree of the 2nd day of September, 1858, you pronounced the said dhow and cargo to have belonged as claimed, and decreed the same to be restored to the claimant, for the use of the owner and proprietor thereof, but without costs, damages, and expences, and on the 16th day of September, 1858, following, you referred an account brought in on behalf of the claimant to your Registrar to report thereon;

Now I do most humbly report that, having taken the same, together with what was urged by the parties and their agents on both sides, into consideration, I am of opinion that the claimant is entitled, under your said Decree, to the several sums mentioned in the Schedule hereunto annexed.

All which is humbly submitted by

(Signed)

WM. TASKER SMITH, Acting Registrar.

September 23, 1858.

SCHEDULE of Amount awarded.

	Amount claimed.			Amount awarded.		
	£	s.	d.	£	s.	d.
No. 1.—Claim for costs of suit. Disallowed.						
No. 2.—Claimed as value of vessel destroyed	675	0	0			
There has been some difficulty in arriving at any precise estimate of the value of such a vessel as the "<i>Flor de Moçambique</i>." The Marshal of this Court, to whom I applied for information, reports, that he himself has been both to Muscat and to the Persian Gulf; that he has seen and examined numbers of dhows in those parts; that they are built of good wood (a species of teak), but are spiked only, not bolted through: that they are not coppered, or copper-fastened; that the bottoms are covered with chunam, a preparation of lime; that the rigging and cables are of coir, and the anchors, boats, &c., of a very primitive construction, and that the sails are of coir matting. The Marshal assumes that such a vessel, taking into consideration her rough construction, could not be of more than one-third of the value of a craft of the same tonnage, all complete as to fittings, &c., built in this colony. The latter would cost from 1,300<i>l.</i> to 1,500<i>l.</i>, everything being of the best material. Taking this into consideration, and in the entire absence of other means at my disposal for fixing on the precise value of the "<i>Flor de Moçambique</i>," I am of opinion that the sum awarded should be						
					500	0 0
No. 3.—Claimed for cargo—79 barrels of gunpowder, of 20lbs. each	213	6	0			
On reference to His Most Faithful Majesty's Commissioner and Arbitrator, I find that, by Portuguese law, this powder must have been of Portuguese manufacture, the trade therein being a Government monopoly. It is therefore useless to replace this powder by a similar quantity of British powder, as the latter could not be imported into Mozambique. According to the last Decree, to which reference was made, the price was fixed at 680 reis per pound, and 1,000 reis being equal to 4<i>s.</i> 6<i>d.</i>, 680 reis would be a trifle over 3<i>s.</i> per pound. At this rate, the master's claim would amount to 237<i>l.</i> I am, therefore, of opinion that the sum claimed should be awarded						
					213	6 0
No. 4.—Claimed for 36 dozen of plates	24	6	0			
I allow them to be worth 10 <i>d.</i> a-piece on the coast, say 10 <i>s.</i> a dozen, or						
					18	0 0
No. 5.—Claimed for one package, containing 10 pieces of muslin, 60 dollars ..	13	10	0			
I have taken the opinion of a merchant, and he states that the pieces of muslin for native dresses run from 7 to 8 yards each, and are of the value of from 2<i>s.</i> to 6<i>s.</i> each; they are of Indian manufacture. The Marshal has also informed me that muslins for the East Coast are of Indian make and are very cheap, say 1 to 2 rupees per piece. In the absence of any exact specification of the quantity and quality of each piece, I would allow 6<i>s.</i> for each piece, say						
					3	0 0
No. 6.—Claimed for 30 rolls of tobacco	4	10	0			
No specimens of the article have been brought before the Court, nor can I find out the quantity each roll is supposed to contain, but as the claim appears to me to be moderate, I allow it						
					4	10 0
No. 7.—Claimed for one bale of baftas	25	4	0			
Upon referring to the copy of the official manifest (Court number No. 53) I find mention made only of "1 bale of goods damaged, conhecimento No. 4" In the bills of lading I find mention made, in Conhecimento No. 4, of 2 fumbas, shipped at Mozambique, March 15, 1858, each fumba containing 60 pieces of coupas (qy. cloth), one of which fumbas or bales was received back on board at Quillimane, on May 14, 1858, as per indorsement on said Conhecimento. I, therefore, must conclude that the master's claim is for this bale of damaged baftas. Upon reference to a merchant I find that the price of damaged goods depends so much upon their condition, that it is very difficult to arrive at a precise valuation; but as the "<i>Flor de Moçambique</i>" had encountered heavy weather on her voyage down to Quillimane, it is fair to presume the baftas were much damaged, and it has been estimated that the average price per piece, for the damaged goods, would be 2<i>s.</i>, which would make the sum I award						
					6	0 0
No. 8.—Claimed for a quantity of cocoa-nuts	3	7	6			
The official manifest mentions 100 as the number of cocoa-nuts shipped at Quillimane. In this place, after paying transport, &c., from the coast at Natal, cocoa-nuts sell at from 4<i>d.</i> to 6<i>d.</i> each, retail; they cannot fetch such a price on the coast, where they are plentiful, and I consider 3<i>d.</i> each as ample, and award						
					1	5 0

CAPE OF GOOD HOPE.

57

Schedule of Amount awarded—*continued.*

	Amount claimed.			Amount awarded.		
	£	s.	d.	£	s.	d.
No. 9.—Claimed for a quantity of wax	2	14	0			
According to the official manifest the quantity of wax is 56 lbs., for which nearly 1s. per pound is claimed. I have referred to a merchant acquainted with the prices at Natal and on the coast, and he states that 6d. per pound is the average price, I therefore award	..			1	8	0
No. 10.—Claimed for 1 bag of garlic	9	0	0			
According to the official manifest this bag contained 20 lbs. The value of garlic in this colony is about 1l. 5s. a muid (say 100 lbs.), and I propose that as the value appears to be so very great at Mozambique, the master have 1l. 5s. allowed him, say	..			1	5	0
No. 11.—Claimed for 6 or 7 falanquins	4	1	0			
These are bamboo poles for palanquins, and have been variously estimated by two mercantile men at 2s. 6d. and 5s. a-piece; but bamboo whip-handles here cost 2s. 6d. each, and as these poles must be stout and strong, I allow 7s. 6d. a-piece for them, say	..			2	5	0
No. 12.—Claimed for 325 Spanish dollars	73	2	0			
The evidence bearing on this claim is the Master's affidavit, sworn to on the 18th August, viz.: "That certain persons then came on board the dhow, opened the boxes, and took away dollars and goods; that in a box belonging to this deponent there were 250 Spanish dollars, the property of this deponent, which they took; that exclusive of the said dollars this deponent had given 75 Spanish dollars to the cook, to keep for him, who had put them in a handkerchief which he had, round his waist; these dollars they took from the cook."						
According to the accounts with which I have been furnished, annexed to the Master's detailed claim, sworn to on the 16th of September, there appears to me to be no doubt as to the correctness of the Master's statement, that he had on board 325 dollars, balance of produce of goods sold at Quillimane. On the other side, the prize officer, in his written statement, mentions, that the only money found on board the dhow, to his knowledge, consisted of 98 Spanish dollars, which were expended as follows:—16 dollars in clothing negroes; 8 dollars paid one of the crew landed at the Bazaruto Islands; and the remaining 74 were expended by the prize officer for board and lodging for himself, the master, and two of the crew, at Natal.						
Out of these 74 dollars, according to the account sent in, the expenditure of the prize officer for the master and two crew, amounted to 29½ dollars, consequently the whole amount expended on the crew, out of the 98 dollars, amounts to 53½ dollars.						
I consider that these expenses should fairly fall on the ship, and that the 53½ dollars should be deducted from the number claimed, leaving 271½ dollars or 61l. 1s. 6d., due to claimant.						
Unless, therefore, the Commissioners decide to leave open this portion of the award (and that for the watch) until the arrival of Her Majesty's ship "Lyra," may give the captors an opportunity of producing some further evidence on these points, I am of opinion that this claim for the 325 dollars should be allowed, less the 53½ dollars above mentioned, as expended for the use of the master and crew	..			61	1	6
(This also applies to the 35 dollars claimed for the mate.)						
No. 13.—Claimed for a silver watch	11	5	0			
In like manner this claim is met, on the part of the captors, by the prize officer's statement, that no watch or chronometer was, to his knowledge, found on board, but although there is no additional proof, as in the case of the dollars, a watch is evidently indispensable for navigating a vessel, and I award	..			10	10	0
(The Commissioners agreed to allow the full amount, 11l. 5s. See at foot of award).						
No. 14.—Claimed for 35 dollars, the property of the mate	7	17	0			
This claim has been sworn to by the master, in his affidavit of August 18, and no rebutting evidence has been offered on the part of the captors, beyond the prize officer's statement that only 98 dollars were found on board, as far as he knew.						
I allow this sum, say	..			7	17	0
No. 15.—Claimed for wearing apparel	11	5	0			
This claim should, I think, be allowed. The captain has furnished a list of such articles as he had on board in his box, which appear to me to be reasonable in number and price. I therefore award	..			11	5	0
(Subject to fresh evidence from captors.)						

Schedule of Amount awarded—*continued*.

	Amount claimed.	Amount awarded.
	£ s. d.	£ s. d.
No. 16.—Claimed for loss by detention and coming to Cape Disallowed.	60 0 0	
No. 17.—Claimed as compensation, viz., 27 days' board, &c., for master, contra- mestre, and cook, at 5s. per day Disallowed.	6 15 0	
No. 18.—Claimed for cab-hire Disallowed.	1 0 0	
No. 19.—Claimed for interpreter, the late Abdul rayman, 8 days, at 10s. per day . Charged in costs of suit.	4 0 0	
No. 20.—Claimed for wages, from date of capture till September 2, viz. :—		
Captain	30 0 0	
Contramestre	20 0 0	
Cook	15 0 0	
Disallowed.		
No. 21.—Claimed for wages till their probable arrival at Mozambique, viz. :—		
Captain	40 0 0	
Contramestre	26 12 4	
Cook	20 0 0	
Disallowed.		
No. 22.—Claimed for cash advanced by Thomson, Watson, and Co. Disallowed.	4 18 6	
No. 23.—Claimed for payment to Schlesinger Charged in costs of suit.	1 10 6	
Total	1,308 3 10	841 12 6
Plus 15s. difference between claim and award of Registrar, allowed by Commissioners, Item 13	..	0 15 0
	..	842 7 6

Inclosure 3 in No. 52.

*Report.*Dhow "*Flor de Moçambique*," Abduremane Ibraim, Master.

To the trusty and well-beloved the Commissioners named in the Mixed Commission established at Cape Town, Cape of Good Hope, and the Arbitrator elected by lot.

WHEREAS by your Decree of the 2nd day of September, 1858, you pronounced the said dhow and cargo to have belonged as claimed, and decreed the same to be restored to the claimant for the use of the owner and proprietor thereof, but without costs, damages, and expenses, and on the 16th day of September, 1858, referred an account, brought in on behalf of the claimant, to your Registrar to report thereon ;

And whereas such report was made on the 24th of September, 1858, and on the 27th of September directed to be amended in accordance with your decision, I now humbly beg to report that the claimant is entitled to the several sums mentioned in the annexed Schedules A and B, amounting to 892*l.* 4*s.* 6*d.*

All which is respectfully submitted by

(Signed)

WM. TASKER SMITH, *Acting Registrar.*

Cape Town, October 6, 1858.

(A).—SCHEDULE of Amount awarded.

	Amount claimed.	Amount awarded.
	£ s. d.	£ s. d.
No. 1.—Claim for costs of suit. Disallowed.		
No. 2.—Claimed as value of vessel destroyed There has been some difficulty in arriving at any precise estimate of the value of such a vessel as the " <i>Flor de Moçambique</i> ." The Marshal of the Court, to whom I applied for information, reports, that he himself has been	675 0 0	

Schedule of Amount awarded—continued.

	Amount claimed.			Amount awarded.		
	£	s.	d.	£	s.	d.
both at Muscat and to the Persian Gulf; that he has seen and examined numbers of dhows in those parts; that they are built of good wood (a species of teak), but are spiked only, not bolted through; that they are not coppered or copper-fastened; that the bottoms are covered with chaunam, a preparation of lime; that the rigging and cables are of coir, and the anchors, boats, &c., of a very primitive construction; and that the sails are of coir matting. The Marshal assumes that such a vessel, taking into consideration her rough construction, could not be more than one-third of the value of a craft of the same tonnage, all complete as to fittings, &c., built in this Colony. The latter would cost from 1,300 <i>l.</i> to 1,500 <i>l.</i> , everything being of the best material.						
Taking this into consideration, and in the entire absence of other means at my disposal for fixing on the precise value of the " <i>Flor de Moçambique</i> ," I am of opinion that the sum awarded should be	..	..	..	..	500	0 0
No. 3.—Claimed for cargo—79 barrels of gunpowder, 20 lbs. each On reference to His Most Faithful Majesty's Commissioner and Arbitrator, I find that by Portuguese law this powder must have been of Portuguese manufacture, the trade therein being a Government monopoly: it is therefore useless to replace this powder by a similar quantity of British powder, as the latter could not be imported into Mozambique. According to the last Decree, to which reference was made, the price was fixed at 680 reis per pound, and 1,000 reis being equal to 4 <i>s.</i> 6 <i>d.</i> , 680 reis would be a trifle over 3 <i>s.</i> per pound. At this rate the master's claim would amount to 237 <i>l.</i> I am, therefore, of opinion that the sum claimed should be awarded	213	6	0	..	213	6 0
No. 4.—Claimed for 36 dozen plates I allow them to be worth 10 <i>d.</i> a-piece on the coast, say 10 <i>s.</i> a dozen	24	6	0	..	18	0 0
No. 5.—Claimed for 1 package containing 10 pieces of muslin, 60 dollars These pieces of muslin appear, from the master's explanation, to have been ladies' embroidered muslin dresses, and the sum of 1 <i>l.</i> for each dress is allowed, say	13	10	0	..	10	0 0
No. 6.—Claimed for 30 rolls of tobacco No specimens of this article have been brought before the Court, nor can I find out the quantity each roll is supposed to contain, but as the claim appears to me to be moderate, I allow it	4	10	0	..	4	10 0
No. 7.—Claimed for 1 bale of baftas This bale of goods appears on the official manifest as "damaged," and the master, in explanation, stated, that the damage was very slight, by water; and that he had sold a bale of goods, similar to that now claimed, for the price of 122 dollars. This being confirmed by his account sales at Quillimane, I allow the sum claimed	25	4	0	..	25	4 0
No. 8.—Claimed for a quantity of cocoa-nuts The official manifest notes 100 as the number of cocoa-nuts shipped at Quillimane. In this place, after paying transport, &c., from the coast at Natal, cocoa-nuts sell at from 4 <i>d.</i> to 6 <i>d.</i> each, retail; they cannot fetch such a price on the coast, where they are plentiful, and I consider 3 <i>d.</i> each as ample, and award	3	7	6	..	1	5 0
No. 9.—Claimed for a quantity of bees'-wax According to the official manifest the quantity is 56 lbs., for which nearly 1 <i>s.</i> per pound is claimed. This claim appears to me to be reasonable, and therefore I allow it	2	14	0	..	2	14 0
No. 10.—Claimed for 1 bag of garlic The official manifest notes this bag to have contained 20 lbs. weight. The value of garlic in this Colony is about 1 <i>l.</i> 5 <i>s.</i> a muid (say 100 lbs.), but as the value of the article is much greater at Mozambique, on account of its not being cultivated on the coast, but imported from India, I allow	9	0	0	..	2	10 0
No. 11.—Claimed for 6 or 7 falanquins These are bamboo poles for palanquins, and have been estimated by two mercantile men at from 2 <i>s.</i> 6 <i>d.</i> to 5 <i>s.</i> a-piece, but bamboo whip-handles have cost 2 <i>s.</i> 6 <i>d.</i> each, and as these poles must be stout and strong, I allow 7 <i>s.</i> 6 <i>d.</i> a-piece for the seven, say	4	5	0	..	2	12 6
No. 12.—Claimed for 375 Spanish dollars The Commissioners having decided to keep open this claim until the arrival of Her Majesty's ship " <i>Lyra</i> ," in order to obtain further evidence upon this item, the Court reserves its judgment.	73	2	0			

Schedule of Amount awarded—*continued*.

	Amount claimed.			Amount awarded.		
	£	s.	d.	£	s.	d.
No. 13.—Claimed for a silver watch This claim is also kept open.	11	5	0			
No. 14.—Claimed for 35 dollars, the property of the mate Also kept open.	7	17	0			
No. 15.—Claimed for wearing apparel Also kept open.	11	5	0			
No. 16.—Claimed for loss by detention and coming to the Cape Disallowed.	60	0	0			
No. 17.—Claimed as compensation, viz., 27 days' board, &c., for master, contre- mestre, and cook, at 5s. per day Disallowed.	6	15	0			
No. 18.—Claimed for cab-hire Disallowed.	1	0	0			
No. 19.—Claimed for interpreter, the late Abdulrayman, 8 days, at 10s. per day .. Charged in costs of suit.	4	0	0			
No. 20.—Claimed for wages, from date of capture till September 2, viz. :— Captain Contramestre Cook Disallowed.	30	0	0			
	20	0	0			
	15	0	0			
No. 21.—Claimed for wages till their probable arrival at Mozambique, viz. :— Captain Contramestre Cook Disallowed.	40	0	0			
	26	12	4			
	20	0	0			
No. 22.—Claimed for cash advanced by Thomson, Watson, and Co. Disallowed.	4	18	6			
No. 23.—Claimed for payment to Schlessinger Charged in costs of suit.	1	10	6			
Total	1,308	7	10			

(B.)—SCHEDULE of Amount awarded with reference to Claims made by Abduremane Ibraim, on September 30 and October 5, 1858.

	Amount claimed.			Amount awarded.		
	£	s.	d.	£	s.	d.
No. 1.—Claimed for freight of 30 barrels of gunpowder, purchased from João Pinto Magalhaes, and the property of Mamade Amade (part of the quantity 79 barrels mentioned in the said claim) The official manifest notes the landing and re-embarkation of 30 barrels of gunpowder, and as under Article VII, Annex B to the Treaty, the claimant is entitled to freights due and payable, and as I find that only 1 dollar per barrel (4s. 6d.) is claimed, I allow this item	6	15	0			
	..			6	15	0
No. 2.—Claimed for freight of a bale of tobacco In Abdureman's claim this item was originally 2 dollars, or 9s., but he expressed a desire to have it amended to 1 dollar, that being about the rate paid for the freight of the tobacco per fumba from Mozambique to Quillimane. I allow this	0	4	6			
	..			0	4	6
No. 3.—Claimed as value for 7 boat-loads of wood, for burning lime, belonging to Amade Muzzi, 175 dollars Each boat-load is stated by the master to be about 120 arrobas in weight, say 3,840 lbs., and each boat-load is valued at 5l. 12s.; this does not appear to me to be a reasonable valuation, and I am of opinion 2l. per ton should be allowed	39	7	0			
	..			39	7	0

Schedule of Amount awarded—continued.

						Amount claimed.			Amount awarded.		
						£	s.	d.	£	s.	d.
No. 4.—Claimed for freight for Item No. 3, 70 dollars						15	15	0			
The master states that freight on ballast is charged, but at a lower rate than the general cargo, as it suits for ballast. The Marshal states that this is a common arrangement in carrying cargoes, and as the general cargo would average 3 <i>l</i> . 12 <i>s</i> . a ton, taking the powder as a guide, and this wood is charged for at about one-third of the other freight, I allow this item									15	15	0
No. 5.—Claimed for freight for a case of earthenware, 3 dollars						0	13	6			
This item was originally 4 dollars, but the master requested to be allowed to amend it, as 3 dollars is about the rate paid for the case of earthenware from Mozambique to Quillimane. I allow this item									0	13	6
No. 6.—Claimed for the following stores :—											
						Dollars.					
20 pongas (40 lbs.) rice					40	9	0	0			
2 ditto beans					1½	8	0	0			
2 arrobas sugar					16	3	12	0			
2 ditto butter					24	5	8	0			
2 tons biscuit					6	1	7	0			
2 goats					6	1	7	0			
24 fowls					5	1	2	6			
1 tin oil					6	1	7	0			
Box of tea					8	1	16	0			
Copper cooking utensils, 1 large, 1 small					14	3	3	0			
A number of plates, spoons, forks, and knives					10	2	5	0			
1 spy-glass					9	2	0	6			
1 variation compass					18	4	1	0			
1 compass					5	1	2	6			
1 swing-glass					1	0	4	6			
1 line (log)					2	0	9	0			
1 book "Instructions for Pilots"					4½	0	19	0			
1 book (Portuguese version) "Norries' Navigation"					7	1	11	6			
6 bundles salt fish					3	0	13	6			
2 arrobas sweet potatoes					4	0	18	0			
2 kegs of green paint					6	1	7	0			
6 baskets of fruit (withdrawn from claim).											
1 keg white paint					3	0	13	6			
½ barrel varnish					5	1	2	6			
1 demi-john linseed oil					3½	0	16	0			
1 ton drying varnish					1	0	4	6			
6 bags of lime					9	2	0	6			
1 keg red colour					2	0	9	0			
						49	8	0			
With respect to all these items for stores, I have the opinion of the Marshal that they are all perfectly reasonable in quantity and price, and such as are requisite for a vessel like the " <i>Flor de Moçambique</i> ." I am therefore of opinion that these items should be allowed, amounting to.									49	8	0
						Dollars.					
No. 7.—Claimed for a sextant						45	10	2	6		
Ditto for a quadrant						25	5	12	6		
Ditto box of drawing instruments						4	0	18	0		
These instruments the master has brought into Court in a damaged and useless state, and he deposes that some of the articles belonging to them were taken away by the captors, so as to render the instruments useless. As this involves a charge against the boarding officer of the " <i>Lyra</i> ," I submit that these items should stand over, with those of the dollars, watch, and clothes, until the arrival of the " <i>Lyra</i> ."											
Total						128	16	0	112	3	0

		£	s.	d.
Amount awarded by Schedule A		780	1	6
Ditto by Schedule B		112	3	0
Total		892	4	6

Inclosure 4 in No. 52.

Report.

Dhow "*Flor de Moçambique*," Abduremane Ibraim, Master.

To the trusty and well-beloved the Commissioners named in the Mixed Commission established at Cape Town, Cape of Good Hope, and the Arbitrator elected by lot.

WHEREAS by Decree of the 2nd day of September, 1858, Her Britannic Majesty's Commissioner and His Most Faithful Majesty's Commissioner pronounced the said dhow and cargo to have belonged as claimed, and decreed the same to be restored to the claimant, for the use of the owner and proprietor thereof, but without costs, damages, and expenses, and on the 16th day of September, 1858, referred an account, brought in on behalf of the claimant, to your Registrar to report thereon;

And whereas such report was made on the 24th of September, and on the 27th September was directed to be amended in accordance with your decision; and,

Whereas by your order of the 27th September, 1858, you admitted a further claim for freights and ship's stores, and other matters omitted in the first claim, and referred the account thereof to your Registrar to report thereon; and,

Whereas such report was made on the 6th instant, and on that day directed to be amended in accordance with your decision;

Now I do most humbly report that, having taken the same, together with what was urged by the parties and their agents on both sides into consideration, I am of opinion that the claimant is entitled, under your said Decree, to the several sums mentioned in the Schedule hereunto annexed, amounting to the sum of 861*l.* 2*s.* 6*d.*

All which is humbly submitted by

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Cape Town, October 11, 1858.

AND whereas by your order of the 11th of October, you were pleased to adopt my report relating to items Nos. 1 to 25, amounting to the sum of 861*l.* 2*s.* 6*d.*; and, further, to allow the items Nos. 30 and 27 for nautical instruments and a watch; and to order the addition of an item, No. 31, for lodging money from the date of arrival until the date of sentence; and of an item, No. 32, for passage-money to Mozambique;

And whereas by your order of the 15th of December, you were further pleased to confirm the remaining items, Nos. 26, 28, and 29, relative to money, property, and clothes, said to belong to the master and mate of the said vessel, and to direct me to amend my report according to that decision;

Now I do most humbly report that, in addition to the items amounting to the sum of 861*l.* 2*s.* 6*d.* already awarded, the claimant is entitled under your said orders to the several other sums mentioned in the Schedule hereunto annexed, amounting to the sum of 132*l.* 16*s.* 6*d.*, or, in all, to the sum of 993*l.* 19*s.*

All which is humbly submitted by

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Cape Town, December 20, 1858.

SCHEDULE of Amount awarded.

	Amount claimed.			Amount awarded.		
	£	s.	d.	£	s.	d.
No. 1.—Costs of Suit. Disallowed.						
No. 2.—Claimed as value of Vessel destroyed (3,000 Spanish dollars) ..	675	0	0			
There has been some difficulty in arriving at any precise estimate of the value of such a vessel as the " <i>Flor de Moçambique</i> ." The Marshal of this Court, to whom I applied for information, reports, that he himself has been both at Muscat and to the Persian Gulf; that he has seen and examined numbers of dhows in those parts; that they are built of good wood (a species of teak), but are spiked only, not bolted through; that they are not coppered or copper-fastened; that their bottoms are covered with chunam, a preparation of lime; that the rigging and cables are of coir, and the anchors, boats, &c., of a very primitive construction; and that the sails are of coir matting. The Marshal assumes that such a vessel, taking into consideration her rough construction, could not be of more than one-third of the value of a craft of the same tonnage, all complete as to fittings, &c., built in this colony—the latter would cost from 1,300 <i>l.</i> to 1,500 <i>l.</i> , everything being of the best material. Taking this into consideration, and in the entire absence of other means at my disposal for fixing upon the precise value of the " <i>Flor de Moçambique</i> ," I am of opinion that the sum awarded should be				500	0	0
No. 3.—Claimed for cargo, 79 barrels gunpowder, 20 lbs. each (948 Spanish dollars) ..	213	6	0			
On reference to His Most Faithful Majesty's Commissioner and Arbitrator, I find that by Portuguese law this powder must have been of Portuguese manufacture. According to the last Decree to which reference was made, the price was fixed at 680 reis per lb.; 1,000 reis being equal to 4 <i>s.</i> 6 <i>d.</i> , 680 reis would be a trifle over 3 <i>s.</i> per lb. At this rate the master's claim would amount to 237 <i>l.</i> I am therefore of opinion that the amount claimed should be allowed				213	6	0

CAPE OF GOOD HOPE.

63

Schedule of Amount awarded—continued.

	Amount claimed.	Amount awarded.
	£ s. d.	£ s. d.
No. 4.—Claimed for 36 dozen plates (108 Spanish dollars)	24 6 0	
I allow them to be worth 10 <i>d.</i> a-piece on the coast, say 10 <i>s.</i> a dozen, or	..	18 0 0
No. 5.—Claimed for 1 package, containing 10 pieces of muslin (60 dollars)	13 10 0	
These pieces of muslin appear, from the master's explanation, to have been ladies' embroidered muslin dresses, and the sum of 1 <i>l.</i> for each dress is allowed, say	..	10 0 0
No. 6.—Claimed for 30 rolls of tobacco (20 dollars)	4 10 0	
No specimens of the article have been brought before the Court, nor can I find out the quantity each roll is supposed to contain, but as the claim appears to me to be moderate, I allow	..	4 10 0
No. 7.—Claimed for 1 bale of baftas (112 dollars)	25 4 0	
This bale of goods appears on the official manifest as "damaged," and the master, in explanation, stated that the damage was very slight, by water, and that he had sold a bale of goods similar to that now claimed for 122 dollars. This being confirmed by his account of sales at Quillimane, I allow the sum claimed	..	25 4 0
No. 8.—Claimed for a quantity of cocoa-nuts (15 dollars)	3 7 6	
The official manifest notes 100 as the number of cocoa-nuts shipped at Quillimane. In this place, after paying transport, &c., from Natal, cocoa-nuts sell from 4 <i>d.</i> to 6 <i>d.</i> each, retail; they cannot fetch such a price on the coast, where they are plentiful. I consider 3 <i>d.</i> each as ample, and award	..	1 5 0
No. 9.—Claimed for a quantity of bees'-wax (12 dollars)	2 14 0	
According to the official manifest the quantity is 56 lbs., for which nearly 1 <i>s.</i> per lb. is claimed. This appears to me to be reasonable, and I therefore allow it	..	2 14 0
No. 10.—Claimed for 1 bag of garlic (40 dollars)	9 0 0	
The official manifest notes this bag to have contained 20 lbs. weight. The value of garlic in this Colony is about 1 <i>l.</i> 5 <i>s.</i> a muid (say about 100 lbs.), but as the value of the article is much greater at Mozambique, on account of its not being cultivated on the coast, but imported from India, I allow	..	2 10 0
No. 11.—Claimed for 6 or 7 falanquins (18 dollars)	4 5 0	
These are bamboo poles for palanquins, and have been estimated by two mercantile men at from 2 <i>s.</i> 6 <i>d.</i> to 5 <i>s.</i> a-piece; but bamboo whip-handles cost here 2 <i>s.</i> 6 <i>d.</i> a-piece, and as these poles must be stout and strong, I allow 7 <i>s.</i> 6 <i>d.</i> a-piece for the 7, say	..	2 12 6
No. 12.—Claimed for freight on 30 barrels of gunpowder, purchased from Adolpho João Pinto Magalhaes, and the property of Mamade Amade—part of the quantity of 29 barrels mentioned in the claim—(30 dollars)	6 15 0	
The official manifest notes the landing and re-embarkation of 30 barrels of powder, and as, under Article VII of Annex B to the Treaty, the claimant is entitled to freights due and payable, and as I find that only 1 dollar (4 <i>s.</i> 6 <i>d.</i>) per barrel is claimed, I allow this item	..	6 15 0
No. 13.—Claimed for freight on a bale of tobacco (1 dollar)	0 4 6	
In Abduremane's claim this item was originally 2 dollars, or 9 <i>s.</i> , but he expressed a desire to have it amended to 1 dollar, that being about the rate paid for the freight of the tobacco per fumba, from Mozambique to Quillimane. I allow this	..	0 4 6
No. 14.—Claimed as value of seven boat-loads of blocks of wood, for burning lime, belonging to Amadi Murji (175 dollars)	39 7 0	
Each boat-load is stated by the master to be about 120 arrobas in weight, say 3,840 lbs., and each boat-load is valued at 5 <i>l.</i> 12 <i>s.</i> 6 <i>d.</i> This does not appear to me to be a reasonable valuation, and I am of opinion that 2 <i>l.</i> per ton should be allowed, and there being 12 tons in the seven loads, the amount would be	..	24 0 0
No. 15.—Claimed for freight on wood (Item No. 14) shipped as ballast (70 dollars) Disallowed.	15 15 0	
No. 16.—Claimed for freight on a case of earthenware (3 dollars)	0 13 6	
This item was originally 4 dollars, but the master requested to be allowed to amend it, as 3 dollars is about the rate paid for the case of earthenware from Mozambique to Quillimane. I allow this item	..	0 13 6

CAPE OF GOOD HOPE.

Schedule of Amount awarded—continued.

No.	Description	Dollars.	Amount claimed.			Amount awarded.		
			£	s.	d.	£	s.	d.
No. 17.—	Claimed for the following stores:—							
	20 pongas (40 lbs. each) rice	40	9	0	0			
	2 ditto beans	1½	0	8	0			
	2 arrobas sugar	16	3	12	0			
	2 ditto butter	24	5	8	0			
	2 tons biscuit	6	1	7	0			
	2 goats	6	1	7	0			
	24 fowls	5	1	2	6			
	1 box tea	8	1	16	0			
	1 tin oil	6	1	7	0			
	Copper cooking utensils, 1 large, 1 small	14	3	3	0			
	Plates, spoons, knives and forks	10	2	5	0			
	1 spy-glass	9	2	0	6			
	1 variation compass	18	4	1	0			
	1 compass	5	1	2	6			
	1 swing glass	1	0	4	6			
	1 line (log)	2	0	9	0			
	1 book "Instruction for Pilots"	4½	0	19	0			
	1 book "Norrie's Navigation," (in Portuguese translation)	7	1	11	6			
	6 bundles salt fish	3	0	13	6			
	2 arrobas sweet potatoes	4	0	18	0			
	2 kegs green paint	6	1	7	0			
	6 baskets fruit (withdrawn).							
	1 keg white paint	3	0	13	6			
	1½ barrel varnish	5	1	2	6			
	1 demi-john linseed oil	3½	0	16	0			
	1 tin drying varnish	1	0	4	6			
	6 bags lime	9	2	0	6			
	1 keg red paint	2	0	9	0			
			49	8	0			
	With respect to these items, I have the opinion of the Marshal that they are all perfectly reasonable in quantity and price, and such as are requisite for a vessel like the " <i>Flor de Moçambique</i> ." I am therefore of opinion that these items should be allowed, amounting to					49	8	0
No. 18.—	Claimed for loss by detention, and in coming to the Cape		60	0	0			
	Disallowed.							
No. 19.—	Claimed as compensation, viz., 27 days' board, &c., for master, contra-							
	mestre, and cook, at 5s. per day		6	15	0			
	Disallowed.							
No. 20.—	Claimed for cab-hire		1	0	0			
	Disallowed.							
No. 21.—	Claimed for Interpreter, the late Abdul Rayman, 8 days, at 10s. a-day ..		4	0	0			
	Charged in costs of suit.							
No. 22.—	Claimed for wages, from date of capture till September 2:—							
	Captain		30	0	0			
	Contramestre		20	0	0			
	Cook		15	0	0			
	Disallowed.							
No. 23.—	Claimed for wages till their probable arrival at Mozambique:—							
	Captain		40	0	0			
	Contramestre		26	12	4			
	Cook		20	0	0			
	Disallowed.							
No. 24.—	Claimed for cash advanced by Messrs. Thomson, Watson, and Co. ..		4	18	6			
	Disallowed.							
No. 25.—	Claimed for payment to Schlessinger, witness		1	10	6			
	Charged in costs of suit.							
	The Court reserves its judgment as to the following items of the claim:							
No. 26.—	Claimed for 325 Spanish dollars		73	2	0			
	The evidence bearing upon this claim is the master's affidavit, sworn to on the 18th of August, viz.:—"That certain persons then came on board the							

Schedule of Amount awarded—*continued*.

	Amount claimed.			Amount awarded.		
	£	s.	d.	£	s.	d.
dhow, opened the boxes, and took away dollars and goods; that in a box belonging to this deponent, there were 250 Spanish dollars, the property of this deponent, which they took; that, exclusive of the said dollars, this deponent had given 75 Spanish dollars to the cook, to keep for him, who had put them in a handkerchief, which he had round his waist; these dollars they took from the cook." According to the accounts with which I have been furnished, annexed to the master's detailed claim, sworn to on the 16th of September, there appears to me to be no doubt as to the correctness of the master's statement that he had on board 325 dollars, balance of produce of goods sold at Quilimane. On the other side, the prize officer, in his written statement, mentions that the only money found on board the dhow, to his knowledge, consisted of 98 Spanish dollars, which were expended as follows:—16 dollars in clothing negroes; 8 dollars paid to one of the crew landed at the Bazaruto Islands; and the remaining 74 dollars were expended by the prize officer for board and lodging for himself, the master, and two of the crew of the dhow, at Natal. Out of these 74 dollars, according to the account sent in, the expenditure of the prize officer for the master and two of the crew of the dhow, amounted to 29½ dollars; consequently the whole amount expended on the crew, out of the 98 dollars, amounts to 53½ dollars. I consider that these expenses should fairly fall upon the ship, and that the 53½ dollars should be deducted from the number claimed, leaving 271½ dollars, or 61<i>l.</i> 1<i>s.</i> 6<i>d.</i>, due to claimant. Allowed, by decision of the Mixed Commission, December 15, 1858				61	1	6
No. 27.—Claimed for a silver watch (50 dollars) In like manner this claim is met, on the part of the captors, by the prize officer's statement, that no watch or chronometer was, to his knowledge, found on board, but although there is no additional proof, as in the case of the dollars, a watch is evidently indispensable for navigating a vessel. Allowed the Cape Town price, by decision of the Mixed Commission, October 11, 1858	11	5	0			
No. 28.—Claimed for 35 dollars, the property of the mate This claim has been sworn to by the master, in his affidavit of August 18, and no rebutting evidence has been offered on the part of the captors, beyond the prize officer's statement that only 98 dollars were found on board, as far as he knew. Allowed, by decision of the Mixed Commission, December 15, 1858	7	17	0			
No. 29.—Claimed for wearing apparel (50 dollars) The captain has furnished a list of such articles of clothing as he had on board at the time of capture, in his box, and the list appears to me to be reasonable as to number of articles and their value. Allowed, by decision of the Mixed Commission, December 15, 1858	11	5	0			
Dollars. No. 30.—Claimed for a sextant 45 .. Ditto for a quadrant 25 .. Box of mathematical drawing instruments 4 .. These instruments the master has brought into Court in a damaged and useless state, and has deposed that some of the articles belonging to them were taken away by the captors, so as to render the instruments useless. Allowed, by decision of the Commissioners, October 11, the price in Cape Town; Marshal reports the sum to be	10	2	6			
	5	12	6			
	0	18	0			
No. 31.— Items 18, 19, and 20, claims for compensation and personal expenses, have been disallowed, but in consideration of the vessel having been destroyed by the captor, and there being, therefore, no home for the detained crew, by the direction of the Commissioners I allow 4<i>s.</i> per diem as lodging-money, from the date of arrival to the date of sentence, 27 days						
No. 32.— The Commissioners having decided upon allowing passage-money to Mozambique for Abduremane, his mate, and cook, by their direction I allow the sum of 10<i>l.</i> per head, charged by the captain of the "Zanzibar," or				30	0	0
Total	1,437	3	10	993	19	0

ABSTRACT of Award, Portuguese dhow "*Flor de Moçambique*."

						£	s.	d.	£	s.	d.
For the ship, her tackle, equipment and stores (Item 2)	..	..	..	..	..	500	0	0			
" " " (Item 17)	..	..	..	..	..	49	8	0			
									549	8	0
For all freights due and payable	..	(Item 12)	..	..	..	6	15	0			
" " " (Item 13)	..	..	..	..	..	0	4	6			
" " " (Item 16)	..	..	..	..	..	0	13	6			
									7	13	0
For the value of the cargo of merchandise (Item 3)	..	..	..	..	..	213	6	0			
" " " (Item 4)	..	..	..	..	..	18	0	0			
" " " (Item 5)	..	..	..	..	..	10	0	0			
" " " (Item 6)	..	..	..	..	..	4	10	0			
" " " (Item 7)	..	..	..	..	..	25	4	0			
" " " (Item 8)	..	..	..	..	..	1	5	0			
" " " (Item 9)	..	..	..	..	..	2	14	0			
" " " (Item 10)	..	..	..	..	..	2	10	0			
" " " (Item 11)	..	..	..	..	..	2	12	6			
" " " (Item 14)	..	..	..	..	..	24	0	0			
									304	1	6
For the value of cash, instruments, and clothes, not forthcoming:—											
Master's cash	..	..	(Item 26)	..	..	61	1	6			
Watch	..	..	(Item 27)	..	..	10	0	0			
Mate's cash	..	..	(Item 28)	..	..	7	17	0			
Master's clothes	..	..	(Item 29)	..	..	11	5	0			
Instruments	..	..	(Item 30)	..	..	8	5	0			
									98	8	6
For expenses of lodging and passage, caused after sentence, by the vessel having been destroyed	..	..	..	..	..	..	..	..	34	8	0
Total	..	..	..	..	..	..	..	..	993	19	0

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Inclosure 5 in No. 52.

Evidence in the case of the Portuguese Dhow "Flor de Moçambique."

IN the business of the Portuguese dhow "*Flor de Moçambique*," whereof Abduremane Ibraim is master, her tackle, apparel, and furniture, and the goods, wares, and merchandize, and slaves on board the same, taken by Her Majesty's ship of war "*Lyra*," Rodolphus B. Oldfield, Esquire, commander; the said dhow burnt, her master, crew, and slaves brought to Table Bay.

Appeared personally William Harris, a Lieutenant in the Royal Navy, and belonging to Her Majesty's said sloop "*Lyra*," and made oath:

That no watch or chronometer was, to the appearer's knowledge, found on board the dhow "*Flor de Moçambique*," and that the only money found consisted of some dollars, doubloons and half doubloons, and small coin of various denominations, which were found upon the persons of the crew of the said dhow, and amounted altogether, in value, to the sum of 98 dollars. That of this amount, 8 dollars were paid to an Arab, one of the crew, when he was put ashore on the Bazaruto Islands; that 16 dollars have been retained for the value of the necessary clothing supplied to the ten negroes; and the residue, 74 dollars, was expended by the appearer at Natal for the board and lodging of himself, and the master, and the two of the crew who have been brought down to Table Bay.

And the appearer further made oath, with reference to the statements made by the said master, Abduremane Ibraim, relative to the rate and capabilities of the said dhow. That the said dhow was a good vessel for her class, but was, nevertheless, wholly unsuited for a voyage to the Cape; and that it would have been to have risked the lives of all on board to have attempted to bring the said dhow to the south of Natal, and round the Cape, a feat which has never been accomplished, or even attempted, as the appearer verily believes, by a vessel of that description. That no dhow can beat to windward, by reason of her build and shape, being almost flat-bottomed and of great height, and that any attempt by a vessel of such build to beat to windward would be quite futile.

And the appearer further saith, that such of the crew of the said dhow as were landed at the Bazaruto Islands, were so landed because there were no means at the command of the said Rodolphus B. Oldfield, Esq., to convey them to Table Bay; and because there were no known means of securing and detaining them at Natal without subjecting them to personal incarceration and suffering.

And lastly, that the appearer hath hereunto annexed an inventory of the articles found on board of the said dhow, at the period of her detention by the "*Lyra*."

(Signed) W. F. W. HARRIS, *Lieutenant, R.N.*

On this day of August, 1858, William Harris, a Lieutenant in the Royal Navy, was duly sworn to the truth of this affidavit.

Before me,
(Signed) GEO. FREER.

Inventory referred to in the foregoing Affidavit, of Articles found on board the "Flor de Moçambique."

76 kegs of gunpowder.
A small quantity of native tobacco (about 5 sacks).
A few bags of rice (about 4).
About 55 bags of millet or maize.
A quantity of cocoa-nuts.
12 coarse mats.
4 leaguers of water.
Cooking apparatus.

On the persons of the crew—

Coins of various denominations, to the value of 98 dollars.

(Signed)

W. F. W. HARRIS, *Lieutenant, R.N.*

Dhow "*Flor de Moçambique*," Abduremane Ibraim Manga, master.

Appeared personally the said Abduremane Ibraim Manga, and made oath:

That the paper writing, hereunto annexed, marked A, is an abstract of his account, in which is set forth certain goods and merchandize which were entrusted by the persons therein named, and as therein set forth, to this deponent for sale, and which were sold at Quillimane for the sums set opposite each article; amounting together to the sum of 759 Spanish dollars.

That the paper writing, hereunto annexed, marked B, contains a statement of certain sums received by this deponent, on account of the goods and merchandize sold as aforesaid, amounting to the sum of 376 Spanish dollars, and which were on board the said dhow at the time of the seizure of the said dhow by Her Majesty's ship "*Lyra*," and were the dollars referred to in the claim heretofore made in this case by this deponent, and filed in this case, the balance being still due by the persons to whom the same were sold, as aforesaid, by this deponent.

And this deponent further saith, that the Schedule hereunto annexed, marked C, contains a statement of the value of the said dhow "*Flor de Moçambique*," the cargo which was on board thereof at the time of the seizure, and also of sums which are justly due to him, to the contra-mestre, and cook, belonging to the said dhow; and of disbursements necessarily made by him whilst detained in Cape Town, in defending the proceedings in this cause; and also of the value of his wearing apparel which was on board thereof at the time of seizure, as specified in the Memorandum annexed, marked D.

(Signed)

ABDUREMANE IBRAIM MANGA.

On this, the 16th day of September, 1858, the said Abduremane Ibraim Manga was duly sworn to the truth of this affidavit.

Before me,

(Signed)

GEO. FRERE.

(A.)

(Translation.)

ABSTRACT of Accounts of Sales which I made at Quillimane.

	Dollars.	Dollars.
No. 1.—<i>Mamade Murji.</i>		
2 bales of goods, at the rate of 122 dollars each	244	
4 teapots, at $\frac{1}{2}$ dollar each	2	
10 pieces of fine handkerchiefs, from Dio (in Mogul), at 3 dollars each	30	
10 lbs. powder, at $\frac{3}{4}$ dollar per pound	7 $\frac{1}{2}$	
		283 $\frac{1}{2}$
No. 2.—<i>Banji Panja.</i>		
60 pieces of handkerchiefs, common, at $1\frac{1}{2}$ dollar	75	
8 umbrellas, at $1\frac{1}{2}$ dollar	10	
4 dozen cakes of soap, and 6 bottles Macassar oil	7	
6 bottles Eau de Cologne	1	
		93
No. 3.—<i>Senhor Galdini José Nunes.</i>		
$1\frac{1}{2}$ arroba of sugar, moist, at 8 dollars	12	
8 lbs. of tea, at 2 dollars	16	
1 box of assorted inks	2	
2 pieces of muslin, for mosquito curtains	2	
2 teapots	1	
		33
No. 4.—<i>Senhor Guiziranti, Advocate.</i>		
6 bottles Macassar oil	5	
6 ditto Eau de Cologne	1	
2 small tea-trays	1	
1 dozen ladies' stockings	2 $\frac{1}{2}$	
1 piece American cotton	5	
		14 $\frac{1}{2}$

K 2

Abstract of Accounts of Sales made at Quilimane—*continued*.

								Dollars.	Dollars.
No. 5.—Commandant Thito.									
21 linen shirts, at 1 dollar	..	..	..	..	..	..	..	..	21
No. 6.—Premoji Gechande.									
30 teapots	..	..	..	..	..	..	..	15	
8 chamber ditto, at 1 dollar	..	..	..	..	..	..	..	8	
2 dozen penknives	..	..	..	..	..	..	..	4	
2 dozen best ladies' companions	..	..	..	..	..	..	..	4	
7 dozen soap cakes	..	..	..	..	..	..	..	5	
2 bottles sarsaparilla	..	..	..	..	..	..	..	7	
8 lbs. sugar at 8 dollars per arroba	..	..	..	..	..	..	..	2	
2 lbs. tea	..	..	..	..	..	..	..	4	
									49
No. 7.—Jamu Natu.									
2 dozen cups and saucers, at 3 dollars per dozen	..	..	..	..	..	..	..	6	
10 lbs. powder, at $\frac{3}{4}$ dollar per pound	..	..	..	..	..	..	..	7 $\frac{1}{2}$	
1 dozen neckerchiefs	..	..	..	..	..	..	..	24	
1 dozen teaspoons	..	..	..	..	..	..	..	1	
1 packet of needles	..	..	..	..	..	..	..	$\frac{3}{4}$	
1 arroba moist sugar	..	..	..	..	..	..	..	8	
4 lbs. tea	..	..	..	..	..	..	..	8	
2 packets of cord	..	..	..	..	..	..	..	2	
4,000 fish-hooks (between great and small size)	..	..	..	..	..	..	..	6	
2 small trays	..	..	..	..	..	..	..	1	
2 earthenware chamber utensils	..	..	..	..	..	..	..	2 $\frac{1}{2}$	
2 arrobas of assorted beads	..	..	..	..	..	..	..	19	
4 pieces of American cottons, at 5 dollars	..	..	..	..	..	..	..	20	
									105
No. 8.—Senhor Cipriano Baptista de Monteiro.									
1 arroba of sugar, at 8 dollars	..	..	..	..	..	..	..	8	
1 lb. tea	..	..	..	..	..	..	..	2	
$\frac{1}{2}$ dozen cups and saucers	..	..	..	..	..	..	..	1 $\frac{1}{2}$	
									11 $\frac{1}{2}$
No. 9.—Senhor Primento Caseiro de Famos.									
6 shirts	..	..	..	..	..	..	..	5	
1 ladies' companion	..	..	..	..	..	..	..	$\frac{1}{2}$	
1 dozen soap cakes	..	..	..	..	..	..	..	1 $\frac{1}{2}$	
1 tray	..	..	..	..	..	..	..	$\frac{1}{2}$	
1 package cord	..	..	..	..	..	..	..	1	
1 chamber utensil	..	..	..	..	..	..	..	1	
2 pieces East India cotton cloth, at 2 $\frac{1}{2}$ dollars each	..	..	..	..	..	..	..	5	
									14 $\frac{1}{2}$
No. 10.—Senhor Izidor Correa.									
1 teapot, small, at	..	..	..	..	..	..	..	..	$\frac{1}{2}$
No. 11.—Broda Camal.									
10 pieces linen clothing, at 3 dollars	..	..	..	..	..	..	..	30	
8 lbs. sugar	..	..	..	..	..	..	..	2	
1 lb. tea	..	..	..	..	..	..	..	2	
									34
Total	..	..	..	..	..	..	..	..	759
(Query, 660 dollars.)									

(B.)

(Translation.)

STATEMENT of the Receipts which I received at Quillimane, from the hands of those who were indebted to me.

	Owing.	Paid.
	Dollars.	Dollars.
No. 1.—Mamudo Murji returned a bale of goods, value 112 dollars, leaving in his hands ..	132	
No. 2.—Banji Panja paid me all he owed	93	93
No. 3.—Galdini Jozé Nunes	33	33
No. 4.—Grizante, Advocate	14½	14½
No. 5.—Commandant Thito	21	21
No. 6.—Premoji Gechande	49	49
No. 7.—Jamu Natu	105½	105½
No. 8.—Cipriano Baptisto de Monteiro, paid completely	11½	11½
No. 9.—Primento	14½	14½
No. 10.—Izidor Correa	½	½
No. 11.—Broda Camal	34	34
Total payments made to me at Quillimane	..	376½*
Deduct expended at Quillimane	..	51
Total	..	325½

* 51 dollars have to be subtracted from this sum on account of expenses which I incurred: the remaining 325 dollars were carried off by the English.

Goods which I had under my authority:—

49 barrels of powder; 1 bag of garlic; 1 package of wax; 8 canes, called maxilas; 1 bale of goods.

(C.)

Schedule of the dhow "*Flor de Moçambique*," of the cargo belonging thereto, and of the specie and property belonging to the master, Abduremane Ibraim Manga, and the specie belonging to certain of the crew of the said dhow, viz:

(These items appear in the Registrar's Report.)

(D.)

(Translation.)

STATEMENT of List of Clothes.

	Dollars.
1 haick of cloth, embroidered with gold, made at Zanzibar	18
5 ditto of another quality	11
1 cofio (head-dress) embroidered	6
5 pair good trousers	10
5 silk handkerchiefs, at 1 dollar	5
Total	50

Dhow "*Flor de Moçambique*," Abduremane Ibraim Manga, master. Appeared personally, the above-named Abduremane Ibraim Manga, and made oath that in the claim heretofore made by him in this case, he inadvertently omitted to include the following items for goods on board, and for freight on part of the said goods, and which he now claims, that is to say. (These items appear in the Registrar's Report.)

And this deponent saith the goods above mentioned were on board the said dhow at the time when she was captured by the "*Lyra*," and that no part thereof has been restored to this deponent, or to any person having any interest therein, and that the freight herein charged was justly due at the time of the said capture, and by reason of the said capture the same cannot be recovered.

(Signed) ABDUREMANE IBRAIM MANGA.

On this 30th day of September, 1858, the said Abduremane Ibraim was duly sworn to the truth of this affidavit.

Before me,
(Signed) F. T. VALDEZ, *His Most Faithful Majesty's Arbitrator*.

Dhow "*Flor de Moçambique*," Abduremane Ibraim Manga, master.

Appeared personally, the above-named Abduremane Ibraim Manga, and made oath that, in addition to the articles set forth in the foregoing affidavit made by him, he had on board the above-named dhow, at the time she was captured by the "*Lyra*," and which were greatly damaged, and some of the articles belonging to them taken away by the captors, so that the same cannot be used, that is to say. (These items appear in the Registrar's Report.)

(Signed) ABDUREMANE IBRAIM MANGA.

On this 5th day of October, 1858, the said Abduremane Ibraim Manga was duly sworn to the truth of this affidavit.

Before me,
(Signed) AL. DUPRAT.

In the Court of the British and Portuguese Mixed Commission.

Dhow "*Flor de Moçambique*," Abduremane Ibraim Manga, master,

The Undersigned, Abduremane Ibraim Manga, the above-named master, acting for himself and the contra-mestre and cook of the above dhow, which has been captured and destroyed by Her Britannic Majesty's steamer "*Lyra*," is desirous to state to the Honourable the Commissioners of the above Court, that he and his said companions are desirous to proceed to Mozambique by the Hamburg ship "*Zanzibar*," which will sail to that place in about a fortnight.

The Undersigned respectfully submits that should he and his said companions be detained here until the arrival of the "*Lyra*," they will sustain great loss and damage, inasmuch as they will be prevented from pursuing their business, and will incur great expense, as they have been and are, by living in a boarding-house at Cape Town.

It is not the fault of the Undersigned and his companions that only one person (Lieutenant Harris) was brought from the "*Lyra*" to prosecute the case against them, in which, had the captors succeeded, the Undersigned and his companions would have been disgraced, and brought to ruin and poverty. On the contrary, it was the fault of the captors, whose duty it was, according to the spirit of the Treaty, to have sent to this place such witnesses as were necessary to give to this Honourable Court every information requisite to enable them to decide every matter connected with the case.

With regard to the subject upon which this Honourable Court wishes for further information, viz., the money which has been taken from the Undersigned and those under his command, the Undersigned submits that his evidence is worthy of being relied on by the Court. On the contrary, the conduct of the captors has been such as to render them liable to suspicion. The fact that money has been taken from the Undersigned (and this is admitted), no part of which has been delivered, as it ought to have been, under the Treaty, the captors, therefore, cannot complain if the matter be decided in their absence. This matter was not brought to the knowledge of the Court, as it ought to have been, but was kept secret until reference was made to it by the claim which was made by the Undersigned, in due course; and the statement then made by him was supported by the books and documents which had been produced to the Court. The Undersigned, so far from making claim to things which he was not entitled to do, has omitted to charge for articles which were taken from him by the captors; for instance, an umbrella, four pairs of American shoes, an inkstand belonging to the Undersigned, boxes, two beds, sheets, &c., belonging to the crew. Finally, the Undersigned considers it his duty, as the only representative of his crew, to call attention to the fact that the eighteen persons belonging to the dhow, who ought to have been brought here, and who were sent off to the Bazaruto Islands, were all unacquainted with the Channel; and at the time when they were sent off the weather was very stormy, and as the "*Lyra*" sailed immediately, and they were put into an old canoe belonging to the dhow, he was unable to ascertain whether they really reached the land, or whether they perished in the sea.

Being anxious about the fate of these, his unfortunate companions, he used his best endeavours to give information of these facts upon his arrival in Cape Town, to His Most Faithful Majesty's Government; and he now brings the matter to the notice of the Honourable the Commissioners, that they (and more especially the Portuguese Commissioner) may give information thereof to their respective Governments, so that the fate of these individuals may be known, and relief, if necessary, afforded to them.

(Signed)

ABDUREMANE IBRAIM MANGA.

Cape Town, October 11, 1858.

October 13, 1858.

Abduremane Ibraim being sworn and examined, made answer to the following questions:—

1. Q. What amount of dollars had you in your possession when the dhow was taken?—A. I had in my possession, when the dhow was boarded, 325 dollars.
2. Q. Where were they?—A. All were in my box, in my private cabin.
3. Q. What became of them?—A. The lieutenant came on board with the prize crew. His name was John Lily White (as well as the Commissioners could make out the name mentioned). He had on a sword and one stripe of lace on his sleeves. He took all the keys. When they ordered tea, I got the keys to get out the tea and sugar, and gave them back again.
4. Q. What time was this?—A. It was 11 o'clock when I gave the keys.
5. Q. Where were you?—A. I was on the poop. The cook was with me. All the others of my crew had been taken to the "*Lyra*."
6. Q. What did the prize crew do?—A. They all went down, except one man at the helm, and two sentries at the door of the poop. I tried to accompany them, but was prevented.
7. Q. What followed?—A. They remained searching the cabin for about two hours; but when a boat came alongside from the "*Lyra*," the helmsman gave notice, and they came up to speak to the people in the boat.
8. Q. When did you first miss your property?—A. I remained on the poop till 4 A.M., when I was allowed to go down. When I got to my private cabin I missed my watch, coverlids, and sheets. I asked for the keys, but found that my box was broken open; and I missed 250 dollars, which I had placed in a little bag on the top of my clothes. I found 75 dollars which were under the clothes, and tied them round my waist in a handkerchief.
9. Q. In what coin was the money?—A. Doubloons, ounces, half doubloons, and dollars.
10. Q. What time was this?—A. It was then daybreak. The prize crew then killed fowls and a goat, and began to eat. They had broken open all the boxes of the men, and had taken away the best of the things they found; and the money, from some 5, 20, 25, and even 40 dollars. This money was in part sums entrusted to the crew, for persons at Mozambique, by their friends at Quilimane.
11. Q. Could you point out the persons who took the property?—A. I cannot identify the person who took the goods from my private cabin, nor from the men's boxes, which were all in the general cabin; but I heard the boxes broken and the chink of the money.
12. Q. What became of the property?—A. Each of the prize crew had a bundle of the things taken. They sent them on board the "*Lyra*," some the same night, and others in the morning. The boats came five or six times. The second day, at 2 P.M., the dhow was brought alongside the "*Lyra*," and the cargo was moved. Some of the prize crew put their bundles on board the "*Lyra*" then; some openly and some secretly, all forwards.
13. Q. When were you removed to the "*Lyra*?"—A. In the evening I was taken on board the "*Lyra*." The prize crew remained on board one day and-a-half, while the dhow was in tow.
14. Q. Were you searched?—A. I was not searched. I had already given the 75 dollars to the cook, who

was with me in my private cabin when I went down and found the box broken open. They were heavy, and I wished the cook to secrete them.

15. Q. Were the men of your crew searched?—A. My crew were searched on board the "Lyra," two days after the dhow was burned, in the forenoon.

16. Q. Who were present?—A. Commander Oldfield, the officers of the "Lyra," the Consul, and two ladies, were present.

17. Q. How was the search conducted?—A. My men were formed in a line, and taken one by one behind a sail, which was put up as a screen, because the two ladies were there. There each man was stripped naked and searched. I could see that this was done from where I was. The search was made by the petty officers ("officiães de proa"), four in number. When they found money they brought it to Commander Oldfield, who gave it to the lady, who took it and put it into a handkerchief on a chair by her side. One of my men had 15 English sovereigns, one of which was sent back to him as a present, by Commander Oldfield.

18. Q. Were any of your men illused?—A. The crew were not illused.

19. Q. When was your money taken from the cook?—A. The cook was the last searched. He was below cooking. He was called up and taken behind the screen. The 75 dollars were taken from him, and one returned to him as a present. To those sailors who had only a few dollars, none were returned.

20. Q. Was any money returned at any other time to any of your crew?—A. Eighteen of my men were again searched when they left in the boat for the Bazaruto Islands. No money was at that time given to any of them.

21. Q. At what time were they put into the boat?—A. It was between 11 and 12. The horizon was dark, and the sea rough. The weather was bad, and the wind contrary. It was dangerous for them to go. They had biscuit and water, and five oars from Commander Oldfield. The islands were about ten miles off. The boat was leaky. When the dhow was burnt, the "Lyra" went pass Angoxha. Commander Oldfield asked, through the Consul, if they wished to land there. I answered, "just as you like." Then Commander Oldfield proposed to land them at Quilimane. Of this I approved, as the men had friends there; but Commander Oldfield changed his mind, and did not land them till they were off the Bazaruto Islands. The men went unwillingly. Those who went, and those who remained, were crying. The steamer only waited about five minutes. I could not see them land.

(Signed) ABDUREMANE IBRAIM MANGA.

These questions and answers having been read over to Abduremane Ibraim, through His Most Faithful Majesty's Commissioner, he declared the same to be correct, and affixed his signature thereto.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Cape Town, October 14, 1858.

Before us,

(Signed) GEO. FRERE.
AL. DUPRAT.

In answer to questions put by Hull, for the captors, Abduremane stated:—

That the quadrant produced was in a good condition when his vessel was taken; and the case of mathematical instruments was complete. That his instruments were in his private cabin, and were taken by the prize crew when the dhow's cargo was taken out.

(Signed) ABDUREMANE IBRAIM MANGA.

This deposition having been read over to Abduremane Ibraim, through His Most Faithful Majesty's Commissioner, he declared the same to be correct, and affixed his signature thereto.

October 15, 1858.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

Before us,

(Signed) GEO. FRERE.
AL. DUPRAT.

Ali Ben Amory, Contra-Mestre, being examined upon certain questions put by the Commissioners, answered as follows:—

When the vessel was taken, I had 35 dollars (1 gold piece, the rest dollars) in a handkerchief round my body, with six rings. The English boatswain took the money and rings away, and gave them to the English captain. They gave me back the three rings I now have.

The captain gave me the money to the lady. I could not see what the lady did with it. She put it into the handkerchief on a chair close by her. The captain I speak of is the Englishman. I was taken on board the "Lyra" the first night. The English sailors knocked the things about.

The boats went to and fro between the vessels, and brought things constantly to the "Lyra." The things were thrown below. I saw the eighteen men leave the "Lyra" for the Bazaruto Islands. They had nothing with them but a bucket of water, and a bucket of biscuit.

The boat had been a good boat, but was injured when it was put down. Every man of the crew had his chest. I had a chest.

When the two vessels were alongside, I could see that the Englishmen were breaking the boxes. Some were brought on board the "Lyra;" I do not know how many.

When the eighteen men went away for the Bazaruto Islands, the English only gave them five oars; and the weather was so bad, and the sea so high, that they were all very sorry. Land was so far off that I could not see the flag-staff. The men wanted to be put ashore somewhere nearer the land, but the Englishman said, "Go away."

Q. Do you think the eighteen men landed safely?—A. God is great; it is impossible to say if they were fortunate or not.

I know the instruments. They were the captain's. They were in his cabin. The captain used sometimes one (the quadrant), sometimes the other (quadrant sextant). The small case was full of instruments. The captain used them every day.

The captain had a telescope and a watch. It was a gold one (shown gold and silver; repeats "gold").

Q. Was it white or yellow?—A. Yellow.

The captain wore it in a vest pocket. When the English came on board it was in the cabin. I don't know what became of it.

(Signed) ALI BEN AMORY.

This deposition having been read over to Ali-Ben Amory, through Abduremane, he declared the same to be correct, and affixed his signature thereto, in Arabic.

October 15, 1858.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Ban, the cook, being sworn and examined on special questions put by the Court, through Maja, interpreter, answered:—

I recollect the night the dhow was taken. After the crew went on board the "Lyra," I was left on the poop, I and the captain. We remained up till the first cock, and then went into the cabin, which was full of the Englishmen. I went with the captain into his cabin. The captain asked the English for his keys that he might get some clothes, as he was cold. He opened the box with the keys, but it was open. He took out money, which he put round his waist. He shut the box, and returned the keys to the Englishman, a lieutenant. I saw the box. When the captain opened the box, it was whole. It was very dark; there was no candle. He could not see if it was whole or broken.

When the English captain went away to his ship, there remained a number of his men who smashed the boxes. I saw the captain's watch in the cabin. He always had it until the English came; it was silver. The money which the captain took out was at the top, above the clothes. It was underneath, in a bag. There was a good quantity. I do not know how much; it was underneath. The money my captain took was on the top of the clothes; it was underneath. I suppose that the English took money, because I know that there was money in the chests, and the chests were broken open. I had seen both the sums of money in the chest. The captain gave me the money he had put round his own waist, saying, it is heavy; and said, keep this; if we lose everything else, we shall have this to buy food. Before we saw the Bazaruto Islands, the English took it from me. I do not know the amount. The English gave me 1 dollar back.

Re-examined:—The money in the bag was on the top of the clothes. The money my Captain Ibraim took and put round his waist was under the clothes. When the captain opened the chest in the early morning, I did not see the bag at the top of the clothes.

Q. When did you last see the bag?—A. The day the English took us the money was gone. I saw the bag the day before.

Re-examined:—When we went down at the first cock, the bag was gone from the top.

(Signed) BAN, ✕ his mark.

This deposition having been read over to Ban, through Abduremane, he declared the same to be correct (as now corrected), and affixed his mark thereto.

October 15, 1858.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Before us,
(Signed) GEO. FRERE.
AL. DUPRAT.

Inclosure 6 in No. 52.

Award in the case of the Portuguese Dhow "Flor de Moçambique."

*Court of Mixed British and Portuguese Commission,
Cape Town, December 21, 1858.*

Before George Frere, Esq., and the Chevalier Duprat.

Present:

F. R. Surtees, Esq. (Acting for Registrar).

THE amended Report of the Acting Registrar, in this case, having been brought up and read on the 20th instant,

The Court now confirms the same, that is to say, so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for the ship, her tackle, and equipment, and stores, 549*l.* 8*s.* sterling; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for all freights due and payable, 7*l.* 13*s.* sterling; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for value of the cargo and merchandize, 304*l.* 1*s.* 6*d.* sterling; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for the value of cash, instruments, and clothing, 98*l.* 8*s.* 6*d.* sterling; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for the expenses of lodging after sentence, and passage back to Mozambique, rendered necessary by the vessel having been destroyed, 34*l.* 8*s.* sterling; making together the sum of 993*l.* 19*s.* sterling.

The Court, therefore, doth award and decree that Rodolphus Bryce Oldfield, Esq., Commander of Her Majesty's ship "Lyra," the captor in the case, do pay to the said claimant, Abduremane Ibraim, or his lawful attorney or attorneys, for his use absolutely, the sum of 993*l.* 19*s.* sterling. But that this award shall not be delivered to the said claimant, or his attorney or attorneys, until he shall have satisfied the Court for all the costs and expenses of bringing the said vessel to adjudication.

(Signed) F. R. SURTEES (for Registrar).

Inclosure 7 in No. 52.

Certificate.

I HEREBY certify that, on the 6th day of January, 1859, I received from J. D. Thomson, Esq., His Most Faithful Majesty's Consul in this city, by the hands of the Marshal of this Mixed Commission, the sum of 166*l*. 19*s*. 7*d*. sterling, being the amount of the taxed costs in the case of the Portuguese dhow "*Flor de Mo ambique*."

(Signed)

WM. TASKER SMITH, *Acting Registrar.**Mixed Commission, Cape Town, January 20, 1859.*

No. 53.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received February 28.)

My Lord,

Cape Town, January 22, 1859.

WE have the honour to transmit to your Lordship a Return of the cases adjudicated by the Mixed Commission of which we are members, during the half-year ending on the 31st December, 1858.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure in No. 53.

RETURN of Vessels captured on suspicion of being engaged in Slave Trade, and adjudicated by the Mixed British and Portuguese Court of Commission at the Cape of Good Hope, during the half-year ending December 31, 1858.

Name of Vessel.	Flag.	Name of Master.	Date of seizure.	Where captured.		Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage.			Decretal part of Sentence, whether Forfeiture or Restitution.	Whether the property condemned has been sold or converted, whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
												Foreign. According to Papers.	British. Old Ad-measure-ment.	New Ad-measure-ment.			
Fleur de Mocambique ...	Portuguese	Abduremane Ibrahim.	1858 May 20	Lat. 15° 50' S. Long. 40° 29' E.	Dhow and cargo	...	Commander Rodolphus B. Oldfield, Her Majesty's steam-ship "Lyra"	1858 Aug. 20	..	..	..	Tons. 39½	...	81½	Restitution	...	
Patte Mabruque alias Enalada	Ditto	Amade Bini Amisel.	Aug. 16	17° 20' S. 39° 30' E.	Launch and cargo	...	Ditto	Dec. 23	..	..	..	22½	..	77½	Ditto	...	
Esperanza	Ditto	Mamad Ali Ussine	Sept. 6	16° 18' S. 39° 50' E.	Schooner and cargo	...	Ditto	Dec. 28	..	..	..	39½	..	..	Ditto	...	

Cape Town, January 22, 1859.

(Signed)

GEO. FRERE.
FREDERIC R. SURTEES.

No. 54.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received March 29.)

My Lord,

Cape Town, January 22, 1859.

WE have the honour to inclose herewith to your Lordship a Report of the judicial proceedings of the Mixed Commission during the year 1858, and a list of the cases adjudicated during that year.

We have, &c.

(Signed)

GEO. FRERE.

FREDERIC R. SURTEES.

Inclosure 1 in No. 54.

Report.

1. "*Flor de Moçambique*."

Portuguese dhow, detained May 20, 1858, in latitude 15° 50' south, longitude 40° 22' east, by Her Majesty's ship "*Lyra*," Rodolphus Bryce Oldfield, Esquire, Commander, on suspicion of being engaged in the Slave Trade, as the names and ages of four negroes on board as crew, and of six other negroes on board as passengers, did not answer the description given of them by the papers.

On the 20th of May all the persons on board the dhow, and a portion of her cargo, were removed to Her Majesty's ship "*Lyra*;" and the dhow was burned, as being unfit to make the voyage to the Cape of Good Hope.

On the 29th of May the captor sent eighteen of the crew of the dhow ashore at the Bazaruto Islands, and forwarded the papers, with the master, ~~Abduremane Ibrahim, the mate, cook,~~ and ten negroes, to the Cape of Good Hope, in charge of Lieutenant Harris as prize-master.

The case was brought before the Mixed Commission on the 9th of August. From the papers filed, and the evidence, it was shown that the vessel was the property of a Portuguese subject residing at Mozambique, named Mamade Bini Amadi Amissi, and that she had been regularly employed in the coasting trade since her construction in 1856. That when taken she was on her return voyage to Mozambique, with a legal cargo from Quilimane. That of the ten negroes suspected to be slaves, six were prisoners embarked for passage to Mozambique by order of the Governor of Quilimane, and four were boys shipped at that place, to make up the number of the crew to twenty-five, for which the captain was responsible at Mozambique.

The Commissioners pronounced a Decree on the 2nd of September, ordering that the vessel and her cargo, or their value, should be restored to the claimant; but that the costs of bringing the vessel to adjudication should be paid by the claimant, inasmuch as the captor had been led into error by the irregular manner in which the four boys had been shipped as sailors at Quilimane.

2. "*Fatte Mabruque*," alias "*Emalada*."

Portuguese launch, detained on the 16th August, 1858, in latitude 17° 20' south, longitude 39° 30' east, off Caldeiro Point, by a boat of Her Majesty's ship "*Lyra*," Rodolphus Bryce Oldfield, Esquire, Commander, on suspicion of being engaged in Slave Trade, the grounds of which suspicions were, that the master gave the name of the vessel as "*Emalada*," whereas the papers he produced were those of a vessel named the "*Fatte Mabruque*;" that she had on board a large quantity of provisions and water, three large iron pots, eleven large earthenware mess-kids, and a large quantity of coarse mats.

The vessel on the 26th of August broke adrift during a gale of wind, and went ashore on the bar of the Angosa river, and was totally lost, with her cargo. Her crew of eight men had been previously removed to Her Majesty's ship "*Lyra*." At Mozambique three of the crew ran away from Her Majesty's ship "*Lyra*." The other four, with the master, Amade, were brought, with the papers, to the Cape of Good Hope by Commander Oldfield; and on the 6th of December proceedings were commenced against the vessel before the Mixed Commission.

The papers filed and the evidence showed that the vessel was the "*Fatte Mabruque*," of 28 tons Portuguese, the property of Ibraimo Cacimo, of Mozambique, chartered by Laquimidas Quetecy for a voyage to Madagascar, with a small cargo, to bring back a cargo of cowries and rice; that when two days out from Mozambique, which she left on the 11th or 12th of August, she met with contrary winds and currents, which carried her out of her course, and that when detained on the 16th she was on her way to Mozambique again.

The articles of equipment alleged to have been on board by the captors were none of them produced, nor was any accurate account or measurement provided to enable the Court to decide whether their presence amounted to an infraction of the Treaty, which was denied by the claimant and his witnesses; and the Commissioners therefore decided that the allegations as to provisions, water, and mats, were not proven.

One other article of equipment was mentioned in the evidence of the master himself, namely, planks, with which he intended to have made a second deck for the cargo to be taken in at Madagascar; but he and another witness both denied that this deck could have been used as a slave-deck; and in the absence of all proof to the contrary, the Commissioners were of opinion that the presence of these planks could not be considered an infraction of the Treaty, and accordingly on the 23rd of December decreed that the vessel and her cargo, or their value, should be restored to the claimant, and that the captor should pay the costs and damages.

3. "*Esperança*."

Portuguese schooner, detained on the 6th of September, 1858, in latitude 16° 18' south, longitude 39° 55' east, by Her Majesty's ship "*Lyra*," Rodolphus Bryce Oldfield, Esquire, Commander, on suspicion of being engaged in the Slave Trade.

The grounds of detention were, her having on board six negro servants of passengers, some of whom disowned their masters, without proper passports; a larger quantity of water than necessary, some 1,200 to 1,500 gallons; a double cooking range; matting and cargo so stowed as to allow of slaves being shipped.

This vessel and her cargo were left by the captor in the hands of the Governor-General of Mozambique,

and her master, Hussein, with his mate, and one of the negro boys, who declined to go on shore, were brought, with the ship's papers, to the Cape of Good Hope, where proceedings were commenced against the vessel before the Mixed Commission on the 10th of December.

The papers filed and the evidence proved that the "*Esperança*," of 39 tons, was the property of Ismael Mahomed, resident at Mozambique, where she was built in 1856: that at the time of capture she was proceeding to Mozambique with a legal cargo shipped at Sofala, and three passengers, who had with them six negro servants, all duly entered on the passports of their masters.

The case was so clearly in favour of the claimant that the Court inquired if the captors intended to proceed with it, when the proctor proposed to abandon the prosecution if the claim for costs and damages were given up. To this proposition the claimant would not accede, and the case therefore proceeded.

The only point upon which the captors relied to justify the seizure was the presence on board of a greater number of water-casks than requisite for the vessel as a merchant-vessel. In support of this plea they produced the evidence of witnesses as to the size of the casks and their number, but not the casks themselves, or any accurate measurement or survey thereof.

On the other hand, the papers showed what casks were on board, and their capacity according to an official Table, namely, three pipes, two quarter-casks, and four barrels, as water-casks, capable of containing 610 gallons; and as cargo, five empty barrels, and four empty barrels, capable of containing 270 gallons more, which last the Commissioners were of opinion did not constitute an extraordinary number of casks, for which bond should have been given in the terms of the Equipment Article.

The Court, therefore, on the 28th of December, decreed the restoration of the vessel, with costs, damages, and expenses, to be paid by the captor.

(Signed) FREDERIC R. SUBTEES.

CAPE OF GOOD HOPE.

77

Inclosure 2 in No. 54.

List of Cases Adjudicated by the Mixed British and Portuguese Commission, established at the Cape of Good Hope, under the Treaty of July 3, 1842, between Great Britain and Portugal, for the Suppression of Traffic in Slaves, from January 1 to December 31, 1858.

Number of Cases				Class.	Name.	Flag.	Commander.	Owner.	Tonnage.		Date of Capture.	Date of Sentence.	Number of Negroes			
Since opening of the Commission.	In 1858.	Restored.	Condemned.						Foreign.	British.			Captured.	Landed.	Emancipated.	Registered.
5	1	2		Dhow ..	Flor de Moçambique .	Portuguese .	Abduremane Ibrahim .	Mamad Bini Amadi Amissi ..	39½	81½	1858 May 20	1858 Aug. 20				
6	2	3	3	Launch .	Fatfe Mabruque ..	Ditto ..	Amade Bini Amissi .	Ibraimo Caçimo ..	22½	77½	Aug. 16	Dec. 23				
7	3	4		Schooner .	Esperança ..	Ditto ..	Mamad Ali Ussini ..	Ismael Amed Faquir ..	39½	..	Sept. 6	Dec. 28				

Cape Town, January 22, 1859.

(Signed)

GEO. FRERE.
FREDERIC R. SURTEES.

No. 55.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received March 29.)

M Lord,

Cape Town, January 22, 1859.

WITH reference to instructions given to us to transmit to the Foreign Office, at the end of each year, a certified copy of the Register of slaves emancipated by sentence of this Mixed Commission, we have the honour to acquaint your Lordship that no vessel with slaves on board has been brought before us during the year ending the 31st December, 1858.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 56.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received March 29.)

(Extract.)

Cape Town, January 23, 1859.

WE have the honour to lay before your Lordship our Report as to the state of the Slave Trade on the East Coast of Africa during the year 1858.

The greater number of the slaves exported during that year were, as we learn, for the supply of the agents employed to collect "engagés" for the French Government, who are said to have secured about 3,000 during the year 1858, in addition to the 5,000 taken off in 1857.

The slaves are first taken to depôts in St. Augustine's Bay and Boyanna Bay, on the West Coast of Madagascar, from all parts of the East Coast of Africa, but principally from Quilloa and Ibo, during the north-east monsoon, and from San Antonio and Quizungo during the south-west monsoon. This Trade is chiefly carried on in dhows, conveying from 30 to 140 slaves each, and we are informed there can be no pretence for styling this portion of the operation at least a voluntary emigration. While upon this subject, we may state that papers recently received from the Mauritius report that the mortality among the African immigrants to Réunion during the voyage, and on board while lying at the anchorage of St. Denis, is very great from small-pox and dysentery, and that one vessel, the "Sidonie," of 249 tons, landed only 70 negroes out of 300 received on board.

Of the Slave Trade for the supply of Cuba we hear but little. Two large vessels are said to have obtained cargoes at Inhambane, and two others at Ibo, in the early part of the year 1858, but of these cases we have no further particulars. We have heard nothing which leads us to suspect that any slaves have been exported to the Brazils.

No cases have been brought before the Court of Vice-Admiralty during the year 1858, but nine of the class of vessels called dhows were captured by Her Majesty's steam-sloop "Lyra," Commander Oldfield, which will be proceeded against in that Court as entitled to no nationality.

We shall have the honour to report the progress of these cases to your Lordship as they are decided.

No. 57.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received March 29.)

(Extract.)

Cape Town, January 24, 1859.

WE have the honour to transmit to your Lordship our Report of the case of the Portuguese launch "*Fatte Mabruque*" (alias "*Emalada*"), Amade Bini Amissi, master, restored with costs and damages, by decree of this Court of Mixed Commission, on the 23rd of December last.

The papers and evidence which accompany our Report will inform your Lordship that this vessel, of the burthen of 28 tons Portuguese, was the property of Ibraimo Cassimo Bey, spoken of in some of the papers as Ibraim Cassim Ismalgy, and Ibraimo Cassim, a Portuguese subject, resident at Mozambique. She was chartered by Laquimidas Quetecy, also called Kalamadas, who dispatched her with a small cargo, valued only at 153 dollars, for Madagascar, with Amada as master, and a crew of eight men, for a return cargo of cowries and rice.

She left Mozambique on the 11th of August, and according to the statement of her master and crew, after two days met with contrary winds, which, with the current, drove her down the coast to the southward, out of her course, to that part of the coast of Madagascar for which she was destined: the exact position of this the master was unable to point out, being ignorant of the use of a chart; but he described it as towards the north on the west coast of Madagascar, which he spoke of by the name generally used by the Arabs, Boquin or Boquir.

In the morning of the 16th of August the vessel was detained by Mr. W. McConachy, master's-assistant of Her Majesty's ship "Lyra," in the whale-boat of that ship, off Caldeira Point, in latitude 17° 20' south, longitude 39° 30' east.

Mr. McConachy, who could only communicate with the master by signs, understood that the master stated that her name was "*Emalada*," and as this did not agree with her papers, and as she had what he thought a suspicious quantity of farinha, cooking-pots, and mats on board, he considered it his duty to detain her for the decision of his commanding officer.

Mr. McConachy and the detained vessel rejoined Her Majesty's ship "Lyra," off the Angoxa river, some fifty miles to the northward, in the afternoon of the 21st of August, when her crew were at once removed to Her Majesty's ship "Lyra," as stated in Commander Oldfield's certificate, "prior to her being destroyed, the vessel on survey being found unseaworthy." She was also examined, but not thoroughly, on that evening by Commander Oldfield, and again on the 22nd, but that day being Sunday, only rough notes of what was on board were made, and nothing further was done to verify the suspicions entertained, because, as explained by the captor, all available boats and men of Her Majesty's ship were otherwise engaged, in consequence of disturbances, attended with loss of life, up the Angoxa. On the 26th of August the vessel broke adrift, during a brisk gale, and, with her cargo, was totally lost on the bar.

On the 30th of August, Commander Oldfield drew up five certificates as to the capture, the grounds of which are, that her name, as given by the master to him and to the boarding-officer, was "*Emalada*," and that the papers she possessed were therefore those of another vessel; that of her crew, only five answered to the names on the muster-roll; and that of the other three, one, if not all, were slaves; and that she had on board a large quantity of matting, farinha, calavances, and Indian corn.

The communication between Commander Oldfield and the master, which resulted in a conviction on the part of the captors that the master gave the name of the vessel as "*Emalada*," was effected through double interpretation, one of the crew of Her Majesty's ship "Lyra," named Coelho, speaking Portuguese to a person whom he describes as "Antonio, second in command of the detained vessel," who, in his turn, interpreted to the master.

The witness Coelho, when examined by the Court, swore positively to the fact that Antonio told him that the master gave the name of the vessel as "*Emalada*," and the captor and two of his officers also swore that they heard the word "*Emalada*" used by the master in speaking to the interpreter; but Antonio, whoever he may have been (for no such name appears on the muster-roll), or on the list of the crew given by the captor's declaration, was allowed by the captor to go on shore at Mozambique upon parole, and never returned to the "Lyra."

His absence rendered the evidence on which the captors depended to prove that the master gave the name of his vessel as "*Emalada*" not to be relied upon, as being merely hearsay; while the master himself, when examined by the Court, without having had an opportunity of referring to the papers, and before even he had advised with any one as to his case, gave the name of the vessel as "*Fatte Mabruque*," and the name of her owner correctly according to the papers.

It may also be observed, as a point of much importance, that the master of the dhow, who could not read, repeated in Court the names of his crew, and that these were the names written on the muster-roll, that the men of the crew brought down by Commander Oldfield answered to their names as written on the muster-roll, and that that document, which bore no signs of alteration or erasure, was the muster-roll of the vessel "*Fatte Mabruque*," plainly and legibly. This evidence of the master and of the papers left no doubt on the mind of either of the Commissioners, that the captor and his officers were mistaken in their assertion that the master had called the vessel "*Emalada*."

A circumstance arose, however, during the examinations on this point which appeared difficult of solution. The mate, or boatswain, Munumbie, deposed that

he did not know the vessel's name; and the three other sailors who had been brought down by the captor as supposed to be slaves, all declared that the vessel's name was "*Namerara*;" but looking to the low state of intelligence of the witnesses, the Court considered it could not allow this fact, however strange, to outweigh the direct and unmistakeable evidence of the master, supported as it was by the papers; an opinion whose justness has been confirmed by inquiries which we had subsequently an opportunity of making, from which it results that the Arabs of Mozambique have their own names for both vessels and places, and that there is nothing extraordinary in their knowing the vessel by a name different from that in which she was registered and documented by the Portuguese authorities.

Having come to the conclusion that the vessel was the "*Fatte Mabruque*," bound from Mozambique to Madagascar, the question arose, was she out of her course?

She left Mozambique, as before stated, on the 11th of August, for some place on the west coast of Madagascar, rather to the northward of the latitude of Mozambique, about 15° south. The master and men of the crew deposed, that after two days of fair weather, that is, on the 13th or 14th, she encountered strong winds and current, which drove her to the southward for three days, after which she shaped her course for Mozambique again. Point Caldeira, off which she was taken, is in about 17° south latitude; and to refute the statement of the master, the captors adduced an account taken from the official log of Her Majesty's ship "*Lyra*," of the winds met with by that ship while cruising between Angoxa and the Comoro Islands, in about latitude 12° south, and by her whale-boat while cruising between Angoxa and the Tijungo river, about sixty miles to the southward of Angoxa. But these papers, as far as the direction of the current and of the winds is concerned, rather tend to confirm the master's statement; for they show that the current was to the southward, and that on the 13th of August the wind shifted from south-south-east to north, and continued so on the 14th and 15th, becoming southerly again on the 16th.

With regard to the force of the winds also, these papers show that although on board the "*Lyra*" no "gales" were experienced during these days, yet the whale-boat met with "moderate squalls, not lasting ten minutes," on the 15th; and the Marshal, who has had personal experience, informed the Court that in the Mozambique Channel the weather was so variable that the records kept on board the "*Lyra*" and her whale-boat afforded no certain ground for deciding that the "*Fatte Mabruque*" had not been driven out of her course as described by the master.

With regard to the alleged equipments, the evidence produced by the captors was most unsatisfactory. Owing, perhaps, to the pressure of affairs in the Angoxa river, nothing was properly examined, or secured for production before the Court, which, granting that the vessel herself was unfit to make the voyage round, it was clearly the duty of the captor to provide for. The boat which took the crew of the detained vessel to Her Majesty's ship "*Lyra*" might easily have brought off, for instance, the bundles of mats which were alleged to have been on board in excessive quantity, a fact which a survey in Cape Town could have at once set at rest.

As in the case of the "*Flor de Moçambique*," Commander Oldfield neglected to cause all the persons taken on board to be brought to the port of adjudication, selecting only those men who, from their supposed condition of slaves, were likely to conduce to the condemnation of the vessel, to accompany the master and the boatswain. All intention, however, of slave-trading, as to the equipments, was consistently contradicted by the claimant's witnesses, so that the evidence was most conflicting, while the Court was without the means before it of striking a balance by a survey taken by impartial witnesses, and therefore declined to pronounce the presence of illegal equipments proven.

There then remained but one indication of illegal employment for consideration, namely, the presence of certain planks which had been unknown to the captors, and the existence of which was first notified by the master himself, when he was examined on the standing interrogatories. They were described by the master as intended "to form a second deck on leaving Boquir" for the cargo to be shipped there, and by the crew as to be used in stowing the said cargo, and the Commissioners being of opinion that there was no proof before the Court that the planks in question could have formed a deck capable of carrying slaves, decreed the restoration of the vessel, with costs and damages.

Mr. Surtees is desirous to state to your Lordship that had he been elected to arbitrate upon this point, he would not have allowed costs or damages. The presence of planks on board, as proved by impartial witness, namely, the claimants themselves, he considered *prima facie* evidence of slave-trading under Article IX of the Treaty, but that the identity of the vessel as the "*Fatte Mabruque*," and her innocent intentions, were established by her papers, as far as could be established by them. Had the Court been enabled to have a survey it might have been proved that the planks were not needed ("necessarias"), and in that case condemnation should have ensued. But, on the other hand, the master having given up his vessel for survey, as well as other purposes, to the captors, and being in no way responsible for its loss, was entitled to have it assumed that a survey in Table Bay would have resulted in his favour.

The planks which were on board were described by the master as intended for a deck, and "enough for a deck," though whether it would suffice for slaves he could not say, never having had a deck laid for slaves. Mr. Surtees holds that in this case the deck that would have sufficed for one purpose would have sufficed for another, and with the mats on board would have answered for slaves so far as to bring the vessel within Article X of the Treaty; it being borne in mind that the Parliamentary papers on Slave Trade record an instance of a vessel no larger than the "*Fatte Mabruque*" having carried several hundred slaves.

In reference to the preceding paragraph, Mr. Frere begs to observe that the only person who had seen the plank and gave evidence that it was for a second deck, deposed, plainly and positively, that it could not be used as a slave-deck. The master, besides the statement alluded to by Mr. Surtees, that "he never had a deck laid for slaves, and therefore could not say whether the planks would make a slave-deck," deposed that "the planks were to form a deck; no person could have put slaves there." And Jaducar, the sailor, who "knew there were planks on board," deposed, that "they could not put slaves on board if they made a deck of the planks; that slaves could not sit there."

Neither of these witnesses deposed that they had never seen a slave-deck, and did not know what such a deck is, but both spoke, to Mr. Frere's mind, clearly enough that the sort of deck which could be constructed of these planks was not one with which it would be possible to carry slaves, and therefore not a "second or slave deck" in the meaning of the Treaty; and it appeared to Mr. Frere that, if their evidence was to be considered good as to the presence of the planks, it must be of equal weight as to the use that could be made of these planks, in the absence of all but conjectural evidence to the contrary, and of all means of testing the accuracy of their statement by survey.

Inclosure 1 in No. 57.

Report of the case of the Portuguese Launch "Fatte Mabruque" (otherwise "Emalada").

ON the 6th of December the following papers were brought in:—

Affidavit of Mr. Charles William McConachy, Master's Assistant of Her Majesty's ship "Lyra," setting forth that on the 16th of August, being second in command of Her Majesty's ship, he detained the vessel called the "*Emalada*," in latitude 17° 20' south, and longitude 39° 30' east; that four papers, annexed, which were given to him by the master, were the papers of a vessel called the "*Fatte Mabruque*," and not the "*Emalada*," which was the name given by her master, Amade; that on the 21st of August, the crew of the "*Emalada*" were removed to the "Lyra," and men from the "Lyra" put in to take charge of her; that on the 26th of August, while lying off Angoxa, alongside the "Lyra," moored with her own two chains, she drove ashore in a north-east gale, and was wrecked with all the cargo on board; and that she had on board a large quantity of farinha, 3 large iron pots, sufficient to cook for 40 men, 11 large earthenware mess-kids, sufficient for 60 men, a large quantity of coarse mats, sufficient to cover the whole platform of the vessel when carrying slaves.

The papers annexed were—

Custom-house clearance of the shipment of 1 case with 105 empty bottles, by Laquimidas Quetecy, on the 7th August, 1858, from Mozambique to St. Lourenço (Madagascar), on board the "*Fatte Mabruque*," Amade, master.

A similar clearance for 2 cases containing sundries.

A muster-roll for the "*Fatte Mabruque*," owner, Cassimo Ismalgy, bound for St. Lourenço, giving the names of Amade as master, and seven sailors, viz., Mumumbe, Fome, Fara, Cacargy, Uacate, Jaducar, and Bacar; dated August 7, 1858.

A passport, dated Mozambique, November 27, 1857, for the "*Fatte Mabruque*," of 28 tons, owner, Ibraimo Cassimo Bey; master, Hussene, both Portuguese subjects; visé December 15, (1857) for Quisango, and August 10, 1858, for Madagascar, from Mozambique.

And lastly, what Mr. McConachy calls a charter-party, but which is the usual certificate that bond was passed at Mozambique on the 10th of August, 1858, by Laquimidas Quetecy, in favour of the master Amad Bini Amissi, that the "*Fatte Mubarca*" (so spelt), should not be employed in the Slave Trade.

CLASS A.

M

With these papers were annexed, three certificates and two declarations, signed by Commander Oldfield setting forth—

1. That he removed from the dhow "*Emalada*" a crew of 8 men (or a crew of 5 and 3 slaves), on the 21st day of August, off Mafomede Island, prior to her being destroyed, the vessel being unseaworthy, ill-rigged, and ill-fitted for a passage to the Cape of Good Hope; and that she went on shore on the night of the 25th. This is dated the 30th August.

2. That the dhow "*Emalada*" was seized on August 16th, off Caldeira Point, by the 27-foot whaler of Her Majesty's ship "*Lyra*;" that three of the men, mustered by the captain as part crew by the false papers, were not conversant with their names, and are slaves. August 30, 1858.

3. Declaring the seizure of the vessel, and that she had on board a crew of 8 persons, of whom 5 only answered to their names, and 2 of the remaining 3 answered the description of slaves; and that the cause of seizure was her having no papers—those shown by the captain being those of another vessel; also a very large quantity of matting perfectly new, likewise rice, farinha, and Indian corn. August 30, 1858.

4. Certifying that the "*Emalada*," when seized, had 1 if not 3 slaves on board.

5. Declaring that the "*Emalada*" was seized as above; that of her crew of 8 persons, 3 answer the description of slaves; that the names of the crew are Amade, Munumbe, Fome, Said, Cacargy, Uacate, Jaducar, and Bacar; that the vessel was old and unseaworthy; the state of the cargo good; cause of seizure, no papers; only five of the crew answering to their names called from one of the false papers, and that of the three, "one is a slave, if not two, or all." A very large quantity of matting on board, likewise farinha, calavances, and Indian corn. August 30, 1858.

And lastly, a certificate, dated August 31, by Lieutenant Stephens and James Wilson, carpenter, that they had measured—"taken a strict and careful measurement of the schooner '*Emalada*,' and found her to be of certain dimensions, which gives the tonnage of $77\frac{1}{2}$ tons;" and that the prize broke adrift on the night of the 25th August in a gale of wind, and was lost.

On the 7th December, also, the Portuguese Commissioner presented to the Court certified copies of the register of the "*Fatte Mabruque*," dated November 27, 1855, showing that she was built in August 1855, at Mozambique, by her proprietor Ibraimo Cassimo; also of the muster-roll, bond, and Custom-house manifest; these papers were granted to Laquimidas Quetecy, in answer to a petition dated September 13, 1858, setting forth that he had learned from some of the sailors of the "*Fatte Mabruque*," which he had chartered, that the vessel had been abandoned by the officers of the "*Lyra*," and her cargo transhipped to that vessel. The sailors had been brought to Mozambique in Her Majesty's ship "*Lyra*."

On the 8th of December, the Court decreed the usual monition to issue, returnable on the fourth day after service.

On the 7th of December, the master, Amade Bini Amissi, was examined on the standing interrogatories:—He deposed that the name of his vessel was the "*Fatte Mabruque*," that he was appointed to the command by one Kalamadass, who hired the crew and gave him the papers; that he left Mozambique for Boquin (Madagascar); that when half-way a storm overtook him, and he bore up for Angoxa, off which he was captured; that there were planks on board to be used to make a deck when the vessel left Boquin—they were 2 feet wide, 3 inches thick, and about 25 feet long—there were enough to form a second deck. He denied the presence of articles of illegal equipment, in the shape of mess-kids, cooking utensils, or mats, and that he had stated the name of the vessel to be "*Emalada*," a word which he had never used. That one of his crew named Cacargy, who ran at Mozambique, was the man who spoke with him to the English captain, but that he did not know whether Cacargy mentioned the name "*Emalada*" to the sailor who interpreted to Captain Oldfield.

On the 8th December, Mr. McConachy gave evidence as to the due fulfilment of all the forms required by the Treaty at the time of capture.

The boatswain, Munumbie, was examined, and deposed, that he did not know the vessel's name, but confirmed the master's testimony, that she was bound for Madagascar, but was driven out of her course, and was taken off Angoxa. He gave the master's name as Endassi.

The master was examined on special interrogatories on behalf of the captors, and deposed that he was driven out of his course to Madagascar by storm, which came on two days after he left Mozambique, and lasted strong for two days, and moderated on the third; that cowries are an article of trade from Madagascar; that the planks were to be used for the cargo; that he never had a deck laid for slaves, and, therefore, cannot say whether the planks would make a slave-deck; that the planks on board were to form a deck; that no person could have put slaves there.

Jaducar, the cook of the detained vessel, deposed that she was going to Madagascar, from which he had on former voyages (not in this vessel) brought cowries and rice; that the planks on board were to shelter the rice; that they could not put slaves on board if they had made a deck of the planks; that slaves could not sit there; that all the negroes on board were free; that the name of the vessel was "*Namarara*;" and that he did not know the name "*Fatte Mabruque*," but that the vessel in which he was captured is the one in which he sailed from Mozambique; and that after leaving Mozambique, they met with a storm, and were captured.

Uacate, a sailor, and Bacar, a sailor, belonging to the vessel, also deposed that her name was "*Namarara*," and that they did not know the name "*Fatte Mabruque*."

Commander Oldfield also deposed to the circumstances which led him to conclude that the vessel's name, as given by the master, was "*Emalada*," and that the man who interpreted between Commander Oldfield's interpreter, Coelho, and the master, deserted at Mozambique.

Coelho, one of the crew of Her Majesty's ship "*Lyra*," who had interpreted to Commander Oldfield from Antonio, second in command on board the captured vessel, deposed that Antonio had answered to him that the captain told him the name was "*Emalada*," and that he heard the captain say "*Emalada*;" that the man who interpreted gave his name as Antonio as his Christian name, but answered to another, an Indian name, which he, Coelho, had forgotten.

Mr. McConachy also deposed as to the circumstances which led him to understand that the master gave the vessel's name as "*Emalada*," both to himself and to Commander Oldfield.

On the 10th of December, the proctor for the captors filed two affidavits made by Commander Oldfield, and jointly by Mr. McConachy, master's assistant, and Samuel Norman, captain's coxswain of Her Majesty's ship "*Lyra*," setting forth the direction and state of the winds from the 10th to the 16th of August in the ports of the Mozambique Channel, when the deponents were respectively cruising. These papers show that from the 10th to the 13th August the winds were south-west and south-east; on the 14th and 15th, north-west and north-east; and on the 16th, south and south-east, and that no gales were blowing all the time.

Commander Oldfield was also examined as to the equipments of the vessel, and swore that she had a large open hatch, 25 feet long, but no gratings; spare plank, fitted for being laid down as a second or slave-deck; a larger quantity of water than necessary; 11 earthen jars, capable of containing food; no boiler, but 3 iron

pots; a fire hearth, capable of cooking six such pots, and of being enlarged; a larger quantity of farinha than necessary, with beans, Indian corn, and rice. From 8 to 12 new mats, and 4 which had been used, sleeping mats, rolled up 2 or 3 in a bundle: 3 or 4 bundles. The bundles were placed between the cargo and the side of the ship. He admitted that he had not thoroughly examined the vessel, or made an inventory of what was on board, the prize having been brought to the "Lyra" at nearly sunset on the evening of the 21st August, and the next day being Sunday, when no formal business could be done, and his time being otherwise occupied by affairs in the Angoza river, until the 26th August, when the vessel was lost.

Mutumbie, the boatswain of the detained vessel, being re-examined by the Court, swore that there were no more mats on board than those used by the crew; and that in the daytime they were rolled up and placed at the side of the ship, or in any empty place; and that some of them were new mats.

On the 11th December, the monition and warrant were brought in by the Marshal, certified to have been duly served.

The proctor for the claimants prayed for time until the 14th, to enable him to present a claim, on the ground that double interpretation was necessary between him and his client, which was granted.

Mr. McConachy was examined on special interrogatories, as to his search of the vessel, and deposed that he found a water tank, capable of holding a ton of water; eleven large earthen jars, capable of holding food for forty men; a quantity of new matting, rolled up; a quantity of corn, maize, and farinha; but he admitted that he had not measured the tank, or unrolled or counted the mats, and that he did not see any planks on board.

Jaducar also deposed that there were mats on board for sleeping, and some to put the rice on; just as many as would cover the floor.

On the 14th December the claim for the vessel, as the "*Fatte Mabruque*," and her cargo, as owned respectively by Cassimo Ismalgy and Laquimidas Quetecy, was filed on behalf of the master, Amade, and publication of the evidence was decreed.

The 18th of December was fixed for the hearing, but this was afterwards altered to the 21st on the application of the proctors on both sides.

On the 21st December, accordingly, the Court heard the Attorney-General for the captors, and Mr. Advocate Denysen for the claimant, and on the 23rd delivered its judgment, declaring the vessel to be the "*Fatte Mabruque*," and to have been on a legal voyage when detained, and to have had on board none of the articles of equipment forbidden by the Treaty.

Copies of the opinions read by the Commissioners respectively, on the occasion of giving judgment, accompany this Report.

January 24, 1859.

(Signed)

GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure 2 in No. 57.

Papers filed in the case of the Portuguese Launch "Fatte Mabruque" (alias "Emalada").

(No. 1.)

In the business of the Portuguese ship "*Emalada*," whereof Amade is Master, her tackle, apparel, and furniture, and the goods, wares and merchandize, and slaves, on board the same, taken by Her Majesty's ship-of-war "*Lyra*," Rodolphus Bryce Oldfield, Esquire, Commander, and wrecked at Angoza, the master, mate, and said slaves brought to Cape Town.

Appeared personally Charles William McConachy, of Her Majesty's ship of war "*Lyra*," Master's Assistant, duly authorized and empowered, according to the provisions of the Treaty of the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, to make seizures of vessels engaged in that traffic, who, being duly sworn, maketh oath that on the 16th day of the month of August, 1858, being in latitude 17° 20' south, and longitude 39° 30' east, the ship or vessel called "*Emalada*," whereof Amade is master, was seized and detained by reason that the said ship was employed in the Traffic in Slaves, contrary to the Treaty aforesaid; and the deponent further maketh oath, that the paper writings and documents hereunto annexed, marked from No. 1 to No. 4 inclusive, were given to the deponent by the master, Amade; and that the same are now brought and delivered up, in the same plight and condition as when received by the deponent, without any fraud, addition, subduction, alteration, or embezzlement whatever, save the numbering and marking thereof.

Lastly, the deponent maketh oath as follows:—That at the time he searched the said ship, the officers, his superiors in rank, viz., the First and Second Lieutenants and the two Mates, were absent on duty, leaving only the Master of the "*Lyra*" first in command on board under Commander Oldfield; and that the four papers hereunto annexed appear to be the papers of a vessel called the "*Fatte Mabruque*," and not the "*Emalada*," which was the name given to the said ship by her master, the said Amade.

That on the 21st day of August, 1858, the crew of the said ship "*Emalada*" was removed into the "*Lyra*," and men from the "*Lyra*" put in to take charge of her.

That on the 26th day of August, 1858, the said ship "*Emalada*" was lying alongside the "*Lyra*," off Angoza, moored with two chains (her own); a gale from the north-east sprung up, when she parted and went on shore on the bar of the Angoza river, where she became a total wreck, with the cargo on board, and all lost.

That at the time of her detention the said vessel had on board a large quantity of farinha; three large iron pots, sufficient to cook food for forty men; and eleven large earthenware mess-kids, sufficient for the use of sixty men, at least, a far larger quantity than necessary; and a large quantity of coarse mats, larger than necessary for the use of the crew of the vessel as a merchant-vessel, and sufficient to cover the whole platform of the vessel when carrying slaves.

That the said Amade, when examined by deponent and Captain Oldfield, through a Portuguese interpreter, and asked why his vessel, purporting to be the "*Emalada*," carried the papers of a vessel called the "*Fatte Mabruque*," gave no reply, but only shrugged his shoulders.

On the 6th day of December, 1858, the said Charles William McConachy, a Master's Assistant of the "*Lyra*," was duly sworn to the truth of this affidavit.

(Signed)

C. W. Mc CONACHY, *Master's Assistant,*
Her Majesty's ship "Lyra."

Before me,
(Signed) ALFRED DUPRAT, *Commissioner.*

CAPE OF GOOD HOPE.

(No. 2.)

(Translation.)

*Exportation.*General Receipts, folio 38, book 1.
August 7, 1858.

Principal Custom-house, Province of Mozambique.

Sent by Laquimidas Quetecy.
For St. Lourenço.Vessel.—Launch "*Fatte Mabruque*."
Nation.—Portuguese.
Master.—Amade.

Marks.

Packages.
1 case.Goods.
105 empty bottles.Value.
2\$600Duties.
\$078

(Signed) CARRARA.

Visé.

(Signed) MAGALHAENS.
Mozambique, August 7, 1858.

(A signature in Arabic.)

Passed by the Department of the Custom-house at Mozambique, August 7, 1858.

(Official signatures.)

(No. 3.)

A similar certificate for goods dispatched by Laquimidas Quetecy, August 10, 1858. Value, 152\$100.

(No. 4.)

(Translation.)

MUSTER-ROLL of the Crew of the Launch named "*Fatte Mabruque*," Portuguese vessel, of which is owner, Cassimo Ismalgy, resident at Little Cabaceira, which sails from this Port for St. Lourenço, with a Passport from the Governor-General of this Province.

Registered, folio 4, book 3.

No.	Employment.	Names.	Nation.	Age.	Estate.	Colour.
1	Master	Amade	Mozambique ..	30	Married ..	Black or coloured.
2	Sailor	Munumbe ..	Zanzibar ..	30	Bachelor ..	Ditto.
3	Ditto	Fome	Ditto	30	Ditto	Ditto.
4	Ditto	Fara	Ditto	32	Ditto	Ditto.
5	Ditto	Cacargy ..	Mozambique ..	35	Ditto	Ditto.
6	Ditto	Uacate	Ditto	24	Ditto	Ditto.
7	Ditto	Jaducar ..	Ditto	24	Ditto	Ditto.
8	Ditto	Bacar	Ditto	19	Ditto	Ditto.

All the wages and other agreements are special ("particulares").

This roll contains eight persons of the crew.

Port Captain's Office, Mozambique, August 7, 1858.

(Signed)

GERMANO JOSE DE LIMA, *Clerk*.

(Seal and official signature of Inspector.)

(Signed) GUEDES.

(Signature of the Master, in Arabic characters.)

(No. 5.)

Passport granted November 27, 1857, by the Governor-General of Mozambique, João Tavares d'Almeida, for the batel "*Fatte Mabruque*," of 28 tons, built at Cabaceira Pequena, owned by Ibraimo Cassimo Baij, master, Hussene.

Passport registered December 3, 1857; visé for Quizungo, December 15, 1857, and for Madagascar, August 10, 1858.

(No. 6.)

Bond passed August 10, 1858, at Mozambique, by Laquimidas Quetecy, that the launch "*Fatte Mubarca*" shall not be employed in Slave Trade by her master, Amad Bini Amissi, on her voyage to Madagascar.

(No. 7.)

List of Papers annexed.

Manifest of the "*Fatte Mabruque*."
Crew-list of the ditto.
Passport of the ditto.
Charter-party, ditto.

(Signed) C. W. Mc CONACHY.

(No. 8.)

I, Rodolphus Bryce Oldfield, Esquire, commander of Her Britannic Majesty's ship "*Lyra*," do hereby certify, that I removed from the dhow "*Emalada*," whereof Amade is master, a crew of 8 men (or a crew of 5 men and 3 slaves, 8 in all), removed on the 21st day of August, 1858, off Mafomede Island, prior to her being destroyed; the vessel on survey being found unseaworthy, ill-rigged, and ill-fitted for a passage to the Cape of Good Hope. Went on shore in a very strong breeze on the night of the 26th, on the Angoxa bar. Vessel and cargo lost. Signed this 30th day of August, 1858.

(Signed) R. B. OLDFIELD,
Commanding Her Majesty's ship "Lyra."

Two of the crew were allowed to go on shore on the 11th of September, the inefficient weather-proof accommodation on board the ship rendering it otherwise than advisable that a greater number should remain on board than was absolutely necessary; three, therefore, were kept, one of whom deserted from the ship on the 18th of September.

The three negroes answering the description of slaves were retained.

(Signed) R. B. OLDFIELD, *Commander.*

Mozambique, September 14, 1858.

(No. 9.)

I, the Undersigned, Rodolphus Bryce Oldfield, Esquire, holding the rank of commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "*Lyra*," do hereby certify that on the 16th day of August, 1858, being off Caldeira Point, the 27-foot whaler of Her Majesty's ship under my command, seized the dhow "*Emalada*," whereof Amade is master, and that she had on board at the time of capture, slaves (1 if not 3 of the 3 men mustered by the captain as part crew by the false papers, were not conversant with their names, and are slaves).

I further certify that the papers which I have numbered 1 to 4 inclusive, are the whole of the documents, letters, and writings, seized on board, which are hereunder specified and described, namely, No. 1, Manifest; Nos. 2, 3, 4, as in list No. 7.

Signed by me the 30th day of August, 1858.

(Signed) R. B. OLDFIELD,
Commanding Her Majesty's ship "Lyra."

(No. 10.)

I, the Undersigned, Rodolphus Bryce Oldfield, holding the rank of commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "*Lyra*," duly authorized by the Treaty between Great Britain and Portugal, dated the 3rd July, 1842, for the suppression of the Slave Trade, do hereby declare that on the 16th day of August, 1858, being off Caldeira Point, the 27-foot whaler of Her Majesty's ship under my command, seized the dhow "*Emalada*," whereof Amade is master, for having violated the said Treaty, and I further declare that the vessel had on board at the time of seizure a crew of eight persons, passengers and slaves (on papers found on board eight are shown as crew, but on mustering, five only answered to the names called, and two of the remaining three answered the description of slaves).

And I also declare that I found this vessel in the following state:—

State of Vessel.

Old, and unseaworthy for other service than a coaster.

Cause of Seizure.

For having at the time of search no papers on board; those shown by the captain being those of another vessel, and when questioned about it said that, if his papers were improper, it was the fault of the Custom-house and other authorities at Mozambique. On mustering the crew, some 5 answered to the names called from the false papers, and 3 did not. One of the 3 is a slave, if not 2, or all.

A very large quantity of matting, perfectly new, was also found on board; likewise farinha, calavances, and Indian corn.

Given under my hand this 30th day of August, 1858.

(Signed) R. B. OLDFIELD,
Commanding Her Majesty's ship "Lyra."

(No. 11.)

I, the Undersigned, Rodolphus B. Oldfield (recites capture, that 3 of the men were slaves, and that the papers taken were Nos. 1 to 4, as in certificates already given).

Signed by me, the 30th day of August, 1858.

(Signed) R. B. OLDFIELD,
Commanding Her Majesty's ship "Lyra."

CAPE OF GOOD HOPE.

(No. 12.)

I, the Undersigned, Rodolphus B. Oldfield (recites capture, and that 2 of the 3 men answer the description of slaves, and certifies) that the following are the names of the crew, and the number of the male slaves, viz.:—

Names of Crew.—Amade, Munumbe, Fome, Fara, Cacargy, Uacate, Jaducar, Bacar.

Names of Passengers.—None.

Number and Sex of Slaves.—Uncertain, as stated above.

Recites state of vessel and cause of seizure, as in certificates already given.

Given under my hand this 30th day of August, 1858.

(Signed) R. B. OLDFIELD,
Commanding Her Majesty's ship "Lyra."

(No. 13.)

These are to certify that we, the Undersigned, went on board the schooner "Emalada" (prize to Her Majesty's ship "Lyra"), and took a strict and careful measurement of her, and found as follows, viz.:—

Length overall	..	..	..	..	57 feet.
Breadth, extreme	..	..	..	..	16 "
Depth of hold	..	..	..	..	8 "

Which gives the tonnage $77\frac{1}{2}$ tons.

This prize broke adrift from her anchors on the night of the 26th instant, in a gale of wind, and was lost.

Given under our hands, on board Her Majesty's ship "Lyra," at sea, this 31st of August, 1858.

(Signed) P. W. STEPHENS, Lieutenant.

JAMES WILSON, Carpenter's Mate (Carpenter, none borne).

(Signed) R. B. OLDFIELD, Commander.

Inclosure 3 in No. 57.

Evidence in the case of the Portuguese Launch the "Fatte Mabruque" (alias "Emalada").

The Governor-General of the Province of Mozambique to the Judge of the Mixed Commission Court.

(Translation.)

Sir,

Government House of the Province of Mozambique, September 17, 1858.

IN addition to the communication which I had the honour to direct to you on the 14th instant, I now inclose the copies of documents concerning the boat "Fatte Mabruque," to which the protest which, under that date, I directed to the captain of the steamer "Lyra," refers. I remit you these documents for the purpose expressed in my above-mentioned communication. When I drew out the protest, I did not know the name or class of the vessel which had been sunk by Her Britannic Majesty's steamer "Lyra," as in the above-mentioned protest I gave the denomination of boat, it being this launch to which I wished to refer in that document.

God preserve, &c.

(Signed) JOAO TAVARES DE ALMEIDA,
Governor-General.

Petition of Laquimidas Quetecy.

Sir,

Laquimadas Quetecy, merchant, of this place, says that he chartered from the Moor Caçimo Ismaily the national boat belonging to him, called "Fatte Mabruque," to dispatch the same to one of the ports of Madagascar with some lawful merchandize for his house there established; that, through the sailors who arrived by the British man-of-war steamer "Lyra," he is informed that she has been abandoned by the officers of the said steamer, and that the cargo which was on board has been transhipped on board the ship. Your Excellency, this boat was in possession of all legal papers, passports, register, manifests, and the copy of a bond entered into in this Custom-house, as will appear in the respective departments. There are on board some people belonging to the crew of the said boat, who are of the Mahomedan religion, and who naturally must die of hunger, since they do not eat things cooked by Christians. For these persons the petitioner earnestly implores the grace of your Excellency. This is all which, for the moment, the petitioner has to inform you of, in order that your Excellency may act as you think convenient, &c.

Mozambique, September 13, 1858.

(Signed) LAQUIMIDAS QUETECY.

Certified copy of Register.

I, Antonio Maria Guedes, Second Lieutenant of the Royal Navy, Inspector of the Marine Arsenal, and Port Captain of Mozambique for His Faithful Majesty, whom may God bless, do certify that on the first page of the proper book there appears the following Act of Registry of the Portuguese boat No. 132, named "Fatte Mabruque." On the 27th day of the month of November of the year 1855, in this port-captain's office of Mozambique, the present Act of Registry has been entered, the dimensions of the boat called "Fatte Mabruque" having been taken according to the law of the 24th April, 1844:—

Portuguese boat "Fatte Mabruque," of $22\frac{1}{2}$ tons, of 62 palms length, 17 palms hole, and 7 palms depth, Portuguese measurement; has one part of 14 palms and 5 inches length; has two masts. Proprietor, Ibrahim Caçimo, Moor of Damão, Portuguese subject, and inhabitant of this city, who had the ship built in the Bay of Little Cabaceira, and begun the building of the same in the month of August of this year.

In faith of which I deliver and sign the present.

Port Captain's Office, Mozambique, case in supra.

(Signed) ANTONIO MARIA GUEDES,
Second Lieutenant of the Navy, and Port Captain.

Certified Copy of Muster-Roll.

[See No. 4.]

Certified Copy of Bond.

[See No. 6.]

Certified Copy of Manifest.

[See No. 2.]

(No. 15.)

Evidence of Amade, master of the vessel "*Emalada*," who, being sworn and examined upon the standing interrogatories, through Kalin, Arabic and Dutch, and Schlessinger, in Dutch and English, answered:—

That he was born at Zingabar; that he lives at Mozambique; has lived there two years; that he is a subject of Imaum of Muscat; has never lived under another King; is married, and has a family; they live at Zingabar. He is the commander of the vessel taken; her name is "*Fatte Mabruque*;" that he was appointed to the command of the ship by a person named Kalah Madras, who gave him possession thereof. That he, Kalah Madras, lives at Mozambique, and does not know what King he is a subject of. That he took possession of the vessel at Mozambique, he cannot tell in what month. He has known the ship for a month before she was captured; that she was built at Mozambique; that he was present when the ship was taken; that he does not know why she was seized. She sailed under Portuguese colours, had no other colours on board. That the name of the ship is "*Fatte Mabruque*;" she has been called so since the short time he has had the command of her. That he does not know that the vessel has ever been called by any other name; does not know her tonnage. That she had 7 crew, not including himself; no other officers than himself. That there were 4 Mozambiqueurs; the others from Zanzibar. They all came on board at the same place; they were all hired and shipped by Kalah Madras. That he has no share in the ship or cargo; he is only the captain. That there were no passengers on board. That he started from Mozambique, bound to Boquin. That the ship's papers (produced to witness) were given to him by Kalah Madras at Mozambique; that he did not touch anywhere, nor had he sent any boat on shore. That he was taken at Angoxa by the man-of-war boat; that he was under sail. (To the Portuguese Commissioner.)—That he was about a mile from Angoxa; that he saw the capturing vessel first between 7 and 8 o'clock in the morning. That there is a fort with guns there; that he did not see any flag; that he did not see any battery. That he was half[-way] to Boquin from Mozambique, when a storm overtook him, and he bore up for Angoxa, where he was taken. That he did not alter his course when the current overtook him; that he had no guns or powder on board; made no resistance. Knows that Kalah Madras was the owner, because he made him captain of the vessel. That he does not know where the owner and his family reside. That he does not know of any one having a claim upon the ship other than Kalah Madras, or even that Kalah Madras is the owner; all he knows is, that Kalah Madras made him captain; that he does not know the price of the ship; that if the vessel were to go back to Mozambique, she would belong to no one but Kalah Madras. That the boat was open; the fore part was decked, the middle open; that there were no bulk-heads; that there were planks on board, that they were to be used to make a deck of when the vessel left Boquin; that the planks were 2 feet wide, 3 inches thick, and about 25 feet long; that he cannot read or write; that they were unplanned; that they were enough to form a second deck. That there was no other vessel to communicate with. (To the British Commissioner.)—That the deck was to be formed to have a cargo of cowries laid upon it. That the planks were stowed in the hold under the cargo; that there were no chains or shackles on board, that there never were any; that none were thrown overboard; that the planks were not hidden away, there were stones under them and cargo over them. That he had one cask of water on board, that he had only that cask and two buckets on board. That if the wind were favourable, he would have enough water; if foul, he would run short. That he had two mess-kids on board, that he never had any more, and threw none overboard; that eleven were on board for the use of the [crew], so that breakages might be replaced. That there were two vessels for drinking, one fore and one aft; that he had five earthen pots, one large one for grease, the other four for the use of the ship; besides these five, each sailor had a vessel to eat his curry out of.

(To the Portuguese Commissioner.)—He knows that there were these five he mentioned. How many the crew might have had, he knows not. That he does not know the number of vessels on board. That there were not more vessels than were necessary on board.

(Question repeated, through Mr. Fairbridge and Kalin.)—Were there eleven mess-kids on board? There were not eleven.

That he can only speak positively to five. Of the rest he does not know. That he cannot say whether the men had vessels or not. He never said there were eleven. That he cooked with the pots. That they were about 12 inches by 16 inches. That they were of the usual size. That the fire-place could only hold one pot at a time. That she was consigned to Mahomed Ben-Abdul, the consignee of the cargo, who is a native of Zanzibar, doing business at Madagascar. That he does not know the owner of the cargo. That he did not know the vessel until he was put on board. That the cargo consisted of one bale American cottons, two cases, contents unknown, five rolls canvas, one bag of dates, sailors' clothes. That there were no slaves on board. That she had three bags of rice on board. That he had besides one bag flour, one package sweet potatoes, one bag maize. That the food on board was sufficient for a favourable voyage, not enough for a bad voyage. No food was entered as merchandise. If the weather were favourable, the voyage might be three days; if unfavourable, twenty to twenty-five days. That he had one hanging-mat and two mats for sleeping—these were for himself: each of the crew had one, and there were no others on board. That he merely received the ship's papers from the owners. He cannot give an answer as to their legality, as he cannot read or write.

(Shown signature at end of the muster-roll, and asked, "Is this your signature?" "It is not." He cannot write.)

(Kalin points out that the signature is in Indian character.)

He knows that there is a ship's passport. He got it from Kalah Madras. It is a Portuguese passport. He got the papers sealed up. He knows nothing about the signatures to the ship's papers. That no papers were torn up or thrown overboard. That he went to the Custom-house, and got his passport. That it was the ship's

passport. That he would not know it if he were to see it. That the English captain took it. That no other papers were given to him. That he never gave it up until the boarding officer took it. That he does not know of any agreement or charter-party. Does not know whether the ship is insured. That bulk was not broken. That his name is Amade. That the names of his crew are Nummumbe, Fome, Fuvia, Caraca, Jaduca, Bacata, and has forgotten the name of the carpenter.

(To the Portuguese Commissioner.)—That his vessel was lost by parting of the cable, after anchoring. Does not know whether they cut the cable, or parted; it blew a gale. That the vessel was about three hundred yards from the shore. That it was on account of the wind that she went on shore in the night.

That he did not give any name to his ship; he only showed the passport. That the officer did not ask the name of the ship, only for the passport, and did not ask him his own name. That he never said the word "*Emalada*." That he had no boat.

(For the captor.)—It is not usual for a vessel like his to have a boat. That when he goes to Mozambique, a boat fetches him ashore, otherwise he beaches his vessel. That he beaches the vessel at low tide, and at high tide floats off.

(Signed) AMADE, his $\times$ mark.

This deposition having been read over to Amade, through Mr. Schlessinger and Kalin, he declared the same to be correct, and affixed his mark or signature as above thereto.

(Signed) ROBERT KNOX.

The Commissioners having left the Court before this was signed, I certify that it was signed by Amade, in my presence, by his making the above mark.

December 7, 1858.

(Signed) WM. TASKER SMITH.

Amade re-examined December 8, through Kalin and Mr. Schlessinger, in answer to special interrogatories, deposed:—

That the carpenter ran away at Mozambique, but he does not know his name. That Cacargy ran at Mozambique. That Cacargy spoke with him to the English captain. That he does not know whether Cacargy mentioned the name "*Emalada*" to the sailor who interpreted for Captain Oldfield.

The names being called to witness by the Portuguese Commissioner, he pointed out Manumbe, Jaduca, Braca, and Uacata in Court, so that Fada, Cacargy, and Uacati must be those who left the ship at Mozambique.

(No. 16.)

Evidence of Charles William Mc Conachy, master of Her Majesty's ship "*Lyra*," who being sworn, and examined upon special interrogatories, answered:—

(Pointed out on a chart the latitude and longitude where the ship "*Emalada*" was captured.)—Is a Master's Assistant in the Royal Navy. On the 16th of August was second in command of Her Majesty's ship "*Lyra*." He searched the "*Emalada*." He exhibited his authority before he searched. He showed a certificate of his rank to the master, and that it was through Captain Oldfield that he made the search. To the best of his knowledge he gave a certificate of search to the master. That he brought her to the "*Lyra*."

(To the Portuguese Commissioner.)—The Lieutenants and Mates were away on duty when he boarded the "*Emalada*." He is sixth in command when every one is on board. The other officers were away in boats, and in a prize. He and his commanding officer were the only ones left; and if the commanding officer were away, he would be left in command. That he was second in command on board the "*Lyra*" on the 16th August. The Master was his only superior on board. The commanding officer on board may be the First Lieutenant or Second Lieutenant, as the case may be.

(Signed) C. W. Mc CONACHY, *Master's Assistant*.

This declaration having been read over to Mr. Mc Conachy, he declared the same to be correct, and signed it.

Before us,
(Signed) ROBERT KNOX.
GEO. FRERE.

December 8, 1858.

(No. 17.)

Evidence of Munumbe, sailor on board the "*Emalada*," who being sworn, and examined upon the standing interrogatories, through Mr. Schlessinger and Maja, answered:—

That he was born at Zanzibar—the Imaum is his King; was boatswain on board the vessel, does not know the name of the vessel; he knows the masters' name, it is Idassi; knows nothing about who appointed the master; that he was five months on board before she was captured; when he first went on board she was commanded by Idassi.

Re-examined.—That he was on board five months; that he does not know where the vessel was built—he did not know the vessel before he was put on board; that he was hired by the of the ship—great people hired the master; that he only knows of one owner; that he was not on deck when the vessel was seized; that he saw the boat coming; that the vessel sailed under the Portuguese flag—had no other colours on board; that the captain knows the name of the vessel, but that he does not; knows nothing about the tonnage; that four sailors were put on board at Zanzibar, all were shipped at Mozambique; that the master hired them all; that he does not know whether the master had any share in the vessel or cargo; that they had no passengers on board; that the voyage was to have ended at Boquin; that they did not touch anywhere; no boat was on board; that the vessel was taken close to Angoxa; that the vessel was within voice-hailing of the land when taken; that the capturing vessel was first seen early in the morning, it was past 8 when they were boarded; that no alteration was made in the vessel's course—she was steering for Boquin; that the vessel always pursued the same course; that they encountered a gale at 10 o'clock, the gale caused the loss of their sails, which caused them to stand back—can't say what day the gale occurred; that there were spare planks, but he does not know how many; that he did not

see any planks; that he can't say anything about planks; that he can't tell how many vessels for eating were on board; that none were thrown overboard; that he does not know whether there were more on board than necessary; that every man cooked for himself; that there was a fire-place on board; that they could not make the fire-place larger; they had no boiler on board. Does not know to whom the cargo is going; that he does not know what the last cargo was; no slaves were on board; that there was no rice on board that he knew, but beans and millet, no farinlia. He can't say how many days the voyage would have lasted in fair weather. That the captain only knows what food was on board; that every one on board had his own mat; that there were no more than were necessary; that he knows nothing about the ship's papers; that he does not know whether bulk was broken during the voyage; he only knows that they were going to Boquin; does not know what for; does not know anything about the return cargo; knows Boquin, has been there three times; cowries are the only article that they load there.

Re-examined.—The only article he knows is cowries; that they load cowries nicely on board ship, partly in bulk, partly in bags; sometimes they put mats, sometimes they use planks.

Mark of ✕ MUNUMBE.

Read over before me, certain points being objected to by witness, underlined in red ink.

(Signed) F. R. SURTEES.

(No. 18.)

Interrogatories proposed by the Captors to be put to Amade, Master of the "Emalada."

1. Does Boquin, to which port you were bound, lie to the northward or to the southward of Madagascar (or St. Lourenço)?
2. What are the prevailing winds in the Mozambique Channel during the month of August, the month in which you sailed?
3. What is the direction of the current in the Mozambique Channel?
4. What were the winds you encountered from the day of your departure from Mozambique to the date of your capture?
6. Do you know the place called Caldeira Point, or Cabo Caldeira, about sixty miles to the southward of Angoxa?
6. Will you swear you were not captured off Cabo Caldeira, and not off Angoxa?
7. Are not both Cabo Caldeira and Angoxa considerably out of the track of the proper course of a vessel bound from Mozambique to Boquin?
8. If so, how do you account for being so much to the southward of your course?
- (If the witness shall say he was driven out of his course by a gale of wind, or the force of the current, then)
9. State how long after your departure the gale sprung up, and how long it lasted, and at what rate the current carried you?
10. Will you swear that cowries constitute an article of trade between Mozambique and Boquin; and that a second deck is necessary to enable a vessel to carry a cargo of cowries?
11. Did you ever, before this occasion, proceed to Boquin to fetch a cargo of cowries?

(Signed) C. A. FAIRBRIDGE, Proctor.

Evidence of Amade, master of the "*Emalada*," who being examined on special interrogatories, put in on behalf of the captor, through Mr. Schlessinger and Kalin, answered:—

To the 1st. That Boquin is upwards in direction.

To the 2nd. That the prevailing winds in the Mozambique Channel, in the month he sailed, are from south-east.

To the 3rd. That the prevailing current is south-east also.

To the 4th. That he encountered southerly wind from his departure from Mozambique till the time he was captured.

To the 5th. That he does not know Caldeira Point.

To the 6th. He knows that he is sworn to tell the truth: he swears he was captured off Angoxa.

To the 7th. That Cabo Caldeira and Angoxa are not in the road, but the wind drove him there.

(To the Portuguese Commissioner.)—That the current drove him to Angoxa.

No. 8 not put.

(To the British Commissioner.)—That the storm and current came on two days after they left Mozambique; that three days after that he was stripped of his sails.

(For the captors.)—That he had on board, when the vessel was stripped, two large sails and one small; these were not spare sails. He had no spare sails made, but had sail-cloth.

To No. 9. That the gale lasted strongly; on the third day it moderated.

To No. 10. Swears that cowries are an article of trade between Mozambique and Boquin, and that the cowries are put under the planks.

(To the Portuguese Commissioner.)—That these planks were put upon the cowries to prevent the cargo from getting wet; that there would be 5 feet between decks, if a deck were laid down; that he does not know—the affair is not his; that he never had a deck laid for slaves, and, therefore, he cannot say whether the planks would make a slave-deck.

(To the Portuguese Commissioner, 2.)—The breadth of the vessel is 16 feet. How many planks were on board? He does not know; he can't say how few or how many; that the planks on board were to form a deck; that no person could have put slaves there.

To No. 11. That he has been twice to Boquin to fetch cowries.

(To the Portuguese Commissioner.)—Are slaves carried from Boquin to Mozambique? There are slaves at Boquin. American cotton was the cargo he had previously taken in his two former voyages. That he does not know of any vessels having been taken from Boquin to Mozambique; does not know that slaves are taken from Mozambique to Nossi-be.

Read over before me, certain points marked in red ink being objected to by witness.

(Signed) F. R. SURTEES.

(No. 19.)

Evidence of Jaduca, who, being examined through Maja and Mr. Schlessinger, and sworn upon the Koran, answered to special interrogatories:—That he was born at Ambriz; has lived for four months at Mozambique. A Moor, named Amalas, sent him on board; he was cook on board. That he is a free man; that his pay was 5½ crowns ("crusados") a-month; he knows where the vessel was going; that she was going to Boquin; that she has made the voyage three or four times, and always came back again; has brought rice from Boquin; has brought cowries from Boquin; sometimes heavy wood is put at the bottom of a vessel to serve as ballast; he knows there were planks on board; formerly the rice got wet, and the planks were put to shelter it; could not put slaves on board if they had made a deck of the planks; that slaves could not sit there; says that Amade is his captain; knows only that man as captain; that he saw the captain at the Custom-house. The Custom-house at Mozambique acknowledge Amade as the captain; that all the 3 negroes on board are free; there is one in the room that does not belong to this vessel: that all on board are free; that the captor brought Manuel on board.

Re-examined.—That all the 3 negroes on board are free.

(Shown ship's papers.) Knows the passport; cannot read or write; that he does not know whether the captain wrote the signature purporting to be his, at the bottom of the muster-roll; that the ship's name is "*Namarara*;" that he does not know the name of a vessel "*Fatte Mabruque*;" that the vessel captured is that in which he started from Mozambique, with a passport; that he cannot say whether the papers are the same, as he cannot read; that they did not touch anywhere; they encountered a severe storm, and were afterwards captured; that he knows the vessel's name, because he has often been on board of her; does not know when the vessel was built; that he knows of no other name for the vessel except "*Namarara*;" he wishes to go back to Mozambique.

Mark of ✕ JADUCA.

Read over before me,

(Signed) F. R. SURTEES.

(No. 20.)

Evidence of Uacate, who, being examined through Maja and Schlessinger, and sworn upon the Koran, answered to special interrogatories:—That he knows there is a God; knows that he must speak the truth; that the name of the vessel he came in from Mozambique is "*Namarara*;" that he knows nothing of the name "*Fatte Mabruque*;" does not know the name of the English vessel; that he is a free man, and earns money on board. Did not land anywhere after they left Mozambique; they had not a boat. Did not communicate with any vessel after they left Mozambique; there were planks on board, down below; does not know how many.

Mark of ✕ UACATE.

Read over before me,

(Signed) F. R. SURTEES.

(No. 21.)

Evidence of Braca, who, being sworn and examined on special interrogatories through Mr. Schlessinger and Massa, answers as follows:—Comes from Macoa country. "*Namarara*" is the name of the vessel; has never heard of the name of "*Fatte Mabruque*;" has known the vessel four months; "*Namarara*" is the same vessel in which he came from Mozambique; he was free-born at Mozambique; he knows nothing about the ship's papers; that Amade is his captain, and the same captain who came with him from Mozambique.

Mark of ✕ BRACA.

Read over before me,

(Signed) F. R. SURTEES.

(No. 22.)

Evidence of Captain R. B. Oldfield, R.N., who, being sworn and examined, stated:—

That the officer who boarded the vessel reported that she had papers specifying that she was called "*Fatte Mabruque*;" that the captain of the vessel called her "*Emalada*;" after the boarding, showed him the papers with the name "*Fatte Mabruque*" thereon. That on the evening of Saturday he (Captain Oldfield) sent for the master, and interrogated him through a sailor who spoke Portuguese; and on the difference being explained to him between the name given to the boarding officer and that on the ship's papers, he repeated thrice, if not oftener, the name "*Emalada*." The master himself does not speak Portuguese, but a sailor, who appeared to be a person of rank on board the prize, did, by which means conversation was carried on. After the master had been three times asked the name of his vessel, the discrepancy between the names was explained, and that on those grounds his vessel would be detained; besides which witness considered he had fittings on board which left no doubt in his mind that the vessel was engaged in Slave Trade. That on the following day, shortly after noon, the master was again sent for and requested, by means of the interpreter, to give the name of his vessel: to which he again replied "*Emalada*," on which witness once more produced the papers, and besides showing him the name of the vessel, as there stated, commanded by him, told him that the consequences of his stating that he commanded a vessel whose name was different to that on the papers were that he was amenable to be brought before the Court of Vice-Admiralty, or Mixed Commission. Witness could not understand the conversation carried on between the master and his interpreter; but heard the word "*Emalada*" repeatedly mentioned, likewise that of "*Fatte Mabruque*," when witness' finger was on the written name on the papers. That the man who interpreted was a black man on board the "*Emalada*," who deserted at Mozambique; that witness allowed him to go on shore for two or three hours, and that he never returned.

(Signed) R. B. OLDFIELD, *Commander*.

This deposition having been read over by Captain Oldfield, he declared the same to be correct, and affixed his signature thereto.

December 8, 1858.

Before us,

(Signed) ROBERT KNOX.
GEO. FRERE.

(No. 23.)

Evidence of Captain R. B. Oldfield, R.N., who, being re-examined upon special interrogatories, answered :—
The papers were shown by him to the captain on Sunday, and the name "*Fatte Mabruque*" was shown to him. Francisco was present, and was desired to explain to the captain, through his interpreter, the discrepancy between the names. The time was between 12 and 1 o'clock in the afternoon. To the best of his belief Mr. Mc Conachy was also present, and, perhaps, Lieutenant Stevens, but is not certain as to the latter.

(Signed) R. B. OLDFIELD, *Commander*.

Read over and signed before me,
(Signed) GEO. FRERE.

(No. 24.)

Evidence of Coetano Francisco Coelho, who, being sworn and examined upon special interrogatories, answered :—
That he had been five months on board the "*Lyra*;" is a Portuguese, and can speak English; interpreted to Captain Oldfield from Antonio, the second in command on board the captured vessel called the "*Emalada*," as the captain said, but, according to the papers, she was the "*Fatte Mabruque*;" does not remember the date when she was taken, but it was at Angoxa; she was taken by a boat of the "*Lyra*;" asked Antonio the name of the vessel, and he asked the captain, and Antonio said the captain told him the name was the "*Emalada*;" heard the captain say "*Emalada*;" was close to them, because he was interpreting between them.

(To Portuguese Commissioner.)—He and Antonio were both on board the "*Lyra*" at the time.

(To the British Commissioner.)—He was not told that she was the "*Fatte Mabruque*," but told Antonio that the papers showed it. Antonio told the captain so, and that this was the reason why Captain Oldfield stopped the voyage. The captain repeated that the name of the vessel was the "*Emalada*;" on both occasions the captain used the word "*Emalada*;" did not show the papers to the captain; was ordered by the captain to examine the men by their names, and he was told by the man who gave him the name of Antonio that such was his name; does not know the name of Cacargy.

(To the Portuguese Commissioner.)—He asked all the men their names.

(To the British Commissioner.)—There were eight men on board the captured vessel; he did not examine the names from the papers until five days afterwards, but each man gave him his name; made a list of the names, but lost it; when he saw the official list, he asked Antonio what was his name, as it was not there, and the reply was that it was his Christian name; does not know the other name he gave; it was an Indian name, he thought; Antonio ran away at Mozambique.

(Signed) COETANO FRANCISCO COELHO.

Read over and signed before me,
(Signed) F. R. SURTEES.

(No. 25.)

Evidence of Charles William McConachy, Master's Assistant of Her Majesty's ship "*Lyra*," who, being examined on special interrogatories, saith :—That when he went on board the boat he first spoke to Captain Amade, partly by signs partly through the serang who understood a little English, and partly by Portuguese, of which deponent knew a little; asked the name of the vessel from the captain, and he answered the "*Emalada*;" wrote a name on paper, and so endeavoured to make him understand; pointed to the vessel's stern, and the captain replied, "*Emalada*;" believes the captain understood what he wanted, and pointed to the ship's deck and said, "*Emalada*." Deponent questioned the mate (who spoke in broken English) afterwards as to the name, and he answered, the "*Emalada*." The captain produced his papers when asked for them. The same afternoon the deponent drew the captain's attention to the fact that the name "*Fatte Mabruque*" was on the papers, and asked him to account for it, and he shrugged his shoulders. Deponent was also present when Captain Oldfield drew the attention of the master of the captured vessel to the difference of names. The interpreter was present, and the captain of the vessel distinctly said "*Emalada*;" deponent heard the word used. Antonio was one of the crew, but answered to one of the names on the list, which deponent does not recollect.

This deposition having been read over to Mr. McConachy, he declared the same to be correct, and affixed his signature, as above, thereto.

(Signed) C. W. Mc CONACHY.

This deposition having been read over to Mr. McConachy, he declared the same to be correct, and affixed his signature thereto.

Before me,
(Signed) F. R. SURTEES.

(No. 26.)

In the business of the Portuguese ship "*Emalada*," whereof Amade is master, her tackle, apparel, furniture, and slaves, with the goods and merchandize on board, &c. &c., taken by Rodolphus Bryce Oldfield, Esquire, commander of Her Majesty's ship "*Lyra*," &c., &c.

Appeared personally, Rodolphus Bryce Oldfield, Esquire, commander of Her Majesty's ship "*Lyra*," and made oath :—That between the 10th and 16th days of August last past, deponent was cruising in Her Majesty's said ship between Angoxa and the Comoro Islands, in the northern of the Mozambique Channel, and that it appears from the of Her Majesty's said ship, that the following was the direction of the prevailing winds during these days, viz. :—

10th August, 1858,	wind from south-west to south-east.
11th	" " south-south-east to south-east.
12th	" " south-south-east to south-south-west.
13th	" " south-south-west to light northerly and variable airs.
14th	" " north-westerly, calm, and north-easterly.
5th	" " ditto ditto and westerly.
16th	" " variable and southerly.

No gales blowing all the time.

That the rate of the current in the Channel of Mozambique, which runs southerly, at that time was on an average about twenty miles a-day. That on the 10th day of August last past, at sunset, the "Lyra" was off Heard Island, 100 miles south of Mozambique; that by 10 o'clock on the morning of the 13th, she was within twenty miles of Boyanna Bay, on the north-west coast of Madagascar, having, during that period, experienced fine weather, with southerly winds, and but little current. That with the winds then blowing, the "*Emalada*" ought to have reached Madagascar in four days, and could not have made either Angoxa or Caldeira without having made an effort to reach either place. That Caldeira Point is about 130 miles south of Mozambique, and that vessels sailing southwards from Mozambique during the southerly monsoon take from two to five days to pass the Point. That deponent is acquainted with the nature of the trade carried on between Mozambique and Madagascar; that it consists of rice, paddy, hard-wood, bees'-wax, tortoise-shell, and gum lac, and, formerly, jerked beef and hides. That cowries do not constitute an article of trade from Madagascar to Mozambique; cowries being the produce of the Maldiv Islands, and parts of the East Coast of Africa north of Mozambique. That the "*Emalada*," when detained, was found to have no boat, a most suspicious circumstance, vessels on that coast of half her size invariably carrying one, and that the practice of beaching a vessel when she is to be loaded or discharged, is a practice wholly unknown to, and never before heard of by, deponent. That the said vessel "*Emalada*" was wrecked at Angoxa, before she had been thoroughly overhauled, but that before she was lost, deponent went on board, and partially inspected her. That deponent himself saw eleven large earthenware vessels (independent of several smaller ones, of which no note was taken), sufficient to contain victuals for sixty people; three large iron pots capable of cooking food sufficient for from forty to sixty people; a fire-place made of stoue and clay, set in a wooden frame-work, and about 3 feet 6 inches square, and capable of being made still larger. That besides the mats which were used by the crew, deponent counted at least ten new mats. That the said vessel "*Emalada*" had a small poop and fore-castle (the space between the two being housed in with matting), and a ledge inside all round the waist. That vessels of the description of the "*Emalada*," when engaged in the Slave Trade in the Mozambique, often carry spare planking, for the purpose of constructing a temporary deck or platform over the ballast. That five of the planks described by the said Amade, that is to say, about twenty-five feet long and two broad, would suffice to make such a temporary deck or platform in the hold of the "*Emalada*," sufficient to stow forty slaves, or, if added to the fore-castle, would add about nineteen feet to its length, affording thereby another plan of accommodating forty or more slaves. And deponent lastly saith, he verily believes the planks, admitted by the said Amade to be aboard his ship (and for which he had no legal permit), were intended to form such temporary deck or platform to be used in the conveyance of slaves, and that the aforesaid ten new mats were intended for the same purpose.

On this 10th day of December, 1858, the said Rodolphus Bryce Oldfield, commander of Her Majesty's ship "Lyra," was duly sworn to the truth of this affidavit.

(Signed) R. B. OLDFIELD.

Before me,
(Signed) GEO. FRERE.

(No. 27.)

In the business of the Portuguese ship "*Emalada*," whereof Amade is master, her tackle, apparel, furniture, and slaves, with the goods and merchandize on board, &c. &c.

Appeared personally, Charles William McConachy, master's-assistant of Her Majesty's ship "Lyra," whereof Rodolphus Bryce Oldfield, Esquire, is commander, and Samuel Norman, captain's coxswain of the said vessel, and jointly severally made oath:—That from the 10th to the 16th day of August last past, they were cruising in the ship's first whale-boat between Angoxa and the mouths of the Tyungo river, about sixty miles to the south of Angoxa, and though at sea the whole time, they encountered no bad weather. The said Charles William McConachy for himself saith, that during the said period he kept a regular official account of the winds, and that the following is an abstract of such account:—

10th August, 1858,	wind from south-west to south-east, light breeze.
11th " "	east to south-east, light breeze.
12th " "	south-easterly, light breeze.
13th " "	calm towards evening, light breeze, easterly.
14th " "	north-easterly, moderate, light breeze.
15th " "	calm, north-easterly, with moderate squalls, not lasting more than ten minutes.
16th " "	south-east to south-south-east, moderate breeze.

And both the deponents say that when the vessel called the "*Emalada*" was boarded by the said Charles William McConachy, she was fully two miles from the shore, and nine or ten miles west and by south from Caldeira Point; that in wearing the said vessel, she got into the surf near the beach, and they were obliged to anchor her for a short time. That when the said vessel was so boarded, she had three sails (being all the canvas a vessel of her rig carries), which were set, viz., a foresail, a mainsail, and a jib. That all these sails were old, but in good and neat condition, the jib being apparently the newest. That there was not the slightest appearance of the said vessel having encountered a gale. And the said Samuel Norman for himself saith, that he was present when the said Charles William McConachy boarded the said vessel. That Mr. McConachy, having written something on a piece of paper, and pointed to the vessel's stern in the presence of Amade, the master of the said vessel, to make him aware that he wished to know her name, the said master, who appeared perfectly to comprehend Mr. McConachy's object, replied distinctly "*Emalada*," pointing to the deck of the vessel. That afterwards, on the said master producing his papers, Mr. McConachy, having looked at them, pointed to them, and said "*Fatta Mabruque*," when the said master again said "*Emalada*." That deponent assisted to search the said vessel, and found eleven large earthenware vessels, besides a number of small chatties used by the crew to eat out of (about seven or eight), three large iron pots, a hearth or fire-place made of clay and stone, set in a wooden frame large enough to stand the three pots, and about three cwt. of farinha in bags. That the said eleven earthenware vessels would contain food sufficient for sixty men, and the three pots cook enough for forty or fifty men; and both the deponents say that the said vessel having been brought to Angoxa, was wrecked before her cargo had been disturbed, or thoroughly overhauled.

On the 10th day of December, 1858, the said Charles William McConachy and Samuel Norman were duly severally sworn to the truth of the foregoing affidavits.

(Signed) C. W. McCONACHY.
S. NORMAN.

Before me,
(Signed) GEO. FRERE.

(No. 28.)

Evidence of Commander Oldfield, who, being re-examined on special interrogatories, maketh oath and saith:—

The vessel had a large open hatch, at least 25 feet, but no gratings were observed; no wooden covering, but one of cocoa-nut, which was weather-proof, sloping like the roof of a house. She had spare plank fitted for being laid down as a second or slave-deck. She had no bulk-heads or divisions different from vessels engaged in lawful trade. She had no shackles, bolts, or handcuffs. At the time the vessel was lost she had not been properly searched. She had a larger quantity of water than necessary for the crew of a merchant-vessel, a tank much larger than was necessary for usual purposes with such a crew; a ton of water at least. A much larger quantity of earthen jars capable of containing food—eleven; and somewhere about a dozen others for the crew, evidently in use. She had not a boiler; but three iron pots capable of cooking for a very much larger number than the crew; the fire-hearth could cook six pots of the size found, and might have been easily enlarged. She had a larger quantity of farinha of manioc than was necessary for the crew; a dozen and a-half of bags containing beans, Indian corn, and rice; the bags of rice contained 50 to 70 lbs.; the beans 1 cwt.; the bags of Indian corn 50 to 60 lbs.; there were about six of each. She had a larger quantity of mats than necessary, from eight to twelve new mats, and four which had been used; altogether there were from twelve to eighteen: sleeping mats are about 8 feet by 3 feet. The new mats were of the same character as the sleeping mats. The mats were new, and had no appearance of being used; they were rolled two or three in a bundle; there were three or four bundles; the bundles were placed between the cargo and the side of the ship. The second time deponent visited the ship, the doctor was with him; it was on Sunday. Is not certain whether any one was with him when he visited her the day before. A rough list was made, but not an inventory. Such a list as was considered necessary was entered on the papers in Court. The vessel was captured on the 16th of August, and brought to the ship on Saturday the 21st, and lost on the 26th. The loss of three men, and the detention of one officer and a gentleman connected with the Consulate of Johanna, prevented deponent from searching the vessel. His officers and boats were on detached duty; one gig was in the hands of the natives, who had murdered three of his crew, leaving only a dingy, a small boat, incapable of doing any duty, except aiding any one going overboard.

Q. Whether between the 16th, when the vessel was captured, and the 21st, when she was brought alongside the "Lyra," the captor of the vessel had not time to search her thoroughly, and make an inventory of everything, to be delivered to his commanding officer?

A. Officers have orders on boarding of vessels not to interfere more with the cargo or property of those on board than is absolutely necessary to ascertain her calling; and should they consider they have sufficient grounds for making seizure, to leave the said cargo and property undisturbed, until receiving the Commander's wishes with respect to it. Those orders are given to prevent complaints on the part of those seized, which the Commander has not the power personally to answer. At the time the prize was anchored by the "Lyra" it was nearly sunset, and the following day being Sunday, a day on which no work is done on board a man-of-war, the search was deferred till Monday, when the melancholy circumstances, namely, the murders above alluded to, occurred, and prevented it until she was lost.

(Signed) R. B. OLDFIELD.

This deposition was read over to Commander Oldfield, and signed by him as correct.

Before me,
(Signed) GEO. FRERE.

(No. 29.)

Evidence of Munumbie, who having been sworn, and being examined on special interrogatories, maketh oath and saith:—

That he was "serang" on board the captured vessel; does not know her name. Every one had a mat to sleep on. There were no more mats than those used by the crew. He cannot say except about those he saw himself. He does not know of any more being on board. In the daytime the sleeping mats were down below where the crew slept. They were rolled up and placed at the side of the ship, or in any empty place. Some of the crew slept on the cargo, some on deck. The mats were some of them new mats.

Mark of X MUNUMBIE.

Read over before me,
(Signed) F. R. SURTEES.

(No. 32.)

Evidence of Mr. William Mc Conachy, who being re-examined on special interrogatories, maketh oath, and saith:—

That he was the boarding-officer of the "*Emalada*." The first thing he did was to examine the ship's papers, after which he searched the vessel without disturbing the cargo, having orders from his captain not to do so. He found a water-tank capable of holding from three-quarters to one ton of water; also eleven large earthen jars capable of holding food for the use of upwards of forty individuals. He also saw a quantity of new matting rolled up, a large quantity of corn maize, a larger quantity of farinha than necessary for the use of the crew, several sleeping-mats lying about below, independent of those mentioned before which were rolled up. He did not measure the tank, but could judge its size. He did not measure it. It was a calculation of his own, judging from their own (Royal Navy) tanks. The new matting was rolled up close alongside the rest of the cargo; the matting was rolled up. He did not unroll the mats or count them. He did not see any planks on board. He knows the mats were new, because he looked into them, and saw that they were of the same quality.

(Signed) C. W. Mc CONACHY.

(No. 33.)

Evidence of Jaduca, who being examined, maketh oath, and saith :—

That there were mats on board. Every one had his own, on which he slept. There were only some others which were spread at the bottom of the vessel, to put the rice on. He could not count them; they were just as much as would cover the floor. There were some rolled up, but he does not know how many; the captain must know. They were new. They were obliged to be rolled up. The vessel was always leaky. The mats were in order that the rice should be landed dry. When the vessel leaked, the mats were to be used to keep the rice dry. The vessel was intended for a cargo of rice.

Mark of ✕ JADUCA.

Read over before me,

(Signed) F. R. SURTEES.

(No. 34.)

In the Court of British and Portuguese Mixed Commission at the Cape of Good Hope.

In the business of the Portuguese dhow or vessel "*Fatte Mabruque*," alleged by the captors to be the "*Emalada*," her tackle, apparel, furniture, goods, wares, and merchandize on board, of which dhow Amade was master, taken and seized by Her Britannic Majesty's ship "*Lyra*," and afterwards wrecked.

The claim of the said Amade, the master of the said dhow, a subject of the Imaum of Muscat, for the said dhow, her tackle, apparel, and furniture, goods, wares, and merchandize, or the value thereof, as the sole property of Cassino Ismailgy and Laquimidas Quetecy, and us, protected by the Treaty or Convention between Her Britannic Majesty and His Most Faithful Majesty, dated 3rd July, 1842. And also the claim of the said Amade for 50 Spanish dollars, one box containing his clothes, and a scimitar, the sole property of the said Amade. Also for 25 Spanish dollars placed in his charge by one Salie at Mozambique, for the purpose of being delivered to Mahomed-ben-Abdullah at Boken. And also for a quantity of beads of the value of 25 Spanish dollars, one piece of linen of the value of 5 Spanish dollars, and certain clothes, the sole property of Munumbe, the boatswain of the said dhow. And for all costs, charges, losses, damages, demurrage, and expenses, which have arisen, or shall or may arise, by reason of the capture and wreck or destruction of the dhow and her cargo as aforesaid.

Dated at Cape Town, this 14th day of December, 1858.

AMADE, ✕ his mark.

In the Court of British and Portuguese Mixed Commission at the Cape of Good Hope.

Ship "*Fatte Mabruque*," alleged to be the "*Emalada*," Amade master.

Appeared personally the said Amade, and made oath that he is a subject of the Imaum of Muscat. That he was the master of the ship or dhow in respect of which proceedings are now pending in the above Court. That the name of the said ship or dhow is the "*Fatte Mabruque*." That when she was seized by Her Britannic Majesty's ship "*Lyra*," this deponent was not, nor was any other person, as far as he knows, asked the name of the said dhow; and neither he nor any other person, so far as he knows, stated that the name of the said vessel was the "*Emalada*." But this deponent saith, that when the said dhow was boarded, a person belonging to the said ship "*Lyra*" spoke certain words to him, and that the only one which he understood was the word passport. That having been informed by the owner of the said vessel, that if he should be visited by any British ship of war, the persons who came on board would ask for his passport; therefore, when he heard the word, he believed that he was requested to produce it. That this deponent did not understand the language of the person who spoke to him as aforesaid; nor did the said person understand any language known to this deponent; but he, the deponent, delivered to him a packet which contained the papers of the said dhow, and in which her name is mentioned. That when the said dhow was seized as aforesaid, she had on board a bale of American cotton, two cases, contents unknown, a bag of dates, five rolls of canvas, and the chests belonging to the crew of the said dhow, containing their clothes and goods; also three small bags of rice, one bag of flour, one bag of sweet potatoes, and one bag of maize. That the said cotton, cases, and dates were shipped by one Laquimidas Quetecy at Mozambique, from whence the said dhow had proceeded to be delivered at Boquin, to which the said dhow was proceeding, and where she was to end her voyage. And the other articles were intended for the use of the said dhow and her crew, and were not more than sufficient for their use on such a voyage as that on which she was engaged. That the said cargo was delivered to him by the said Laquimidas Quetecy, who consigned the same to Mahomed Ben Abdullah at Boquin.

And the deponent further saith, that he had on board at the time of the said seizure 50 Spanish dollars, a box containing his clothes, and a scimitar, the sole property of this deponent. That he had on board 25 Spanish dollars, which were delivered to him by one Salie, to be delivered to the said Mahomed Ben Abdullah. That the clothes, bedstead, and bedding which this deponent had on board at the said time, were of the value of 60 Spanish dollars. That Munumbe, the boatswain of the said dhow, had also on board at the aforesaid time a quantity of small beads, of the value of 25 Spanish dollars, which he intended to barter; and one piece of linen of the value of 5 dollars, and which were the sole property of the said boatswain.

And the deponent further maketh oath, that he verily believes the said dhow, cargo, and equipments, are not liable to forfeiture under the Treaty of the 3rd July, 1842, between Great Britain and Portugal, for the Suppression of the Traffic in Slaves.

And he further maketh oath, that no person or persons other than the persons before mentioned, have any right, title, or interest in the said dhow, her tackle, apparel, and furniture, goods, wares, and merchandize on board the same at the time of the capture thereof, and that the same is a true and just claim, and that he shall be able to make due proof thereof.

On the 14th day of December, 1858, the said Amade was duly sworn to the truth of this affidavit, and of the claim hereto annexed.

AMADE, ✕ his mark.

Before me,

(Signed) A. DUPRAT, Commissioner.

Inclosure 4 in No. 57.

Opinion of the British Commissioner.

THE papers and evidence before the Court show, in my opinion, that the vessel was the "*Fatte Mabruque*," a lancha of 28 tons Portuguese, legally despatched from Mozambique with a small quantity of goods, to bring a cargo from Madagascar. Of the identity of the vessel I have no doubt. The captors, it would seem, failed to make themselves understood to the master, and came to the conclusion that he called her "*Emalada*;" but I would remark that the man's papers were given up by him at the time of the capture; that even if they had remained in his possession, he could not read; and that when questioned in this Court, before he had even retained a proctor, from whom he might have received advice, Mr. Reid not appearing for him until the following day, he at once stated the name of his vessel to be the "*Fatte Mabruque*," and her owner Cassimo Ismalgy. All the crew also, who answer to their names on the muster-roll, deposed that the vessel in which they were taken, was the one in which they had left Mozambique five days before; and though there is something inexplicable to me in the "serang" not knowing her name, and the other men on board declaring that her name was "*Namarara*." I do not think that the Court can do otherwise than recognise her by the name given by her captain, and the papers with which he was furnished. The absence of the man called Antonio by the witness Coelho, who alone could have sworn positively to the fact that the captain called the vessel the "*Emalada*," puts all the evidence on that point entirely out of Court, although I have no doubt but that all the witnesses whom we have heard on the point have spoken the truth to the best of their belief. It was observed also, as a suspicious circumstance, by the captor's advocate, that the witness Munumbie gave the name of the master Amade as Endissi. We are all here in somewhat of the same difficulty as was the captor. We do not understand the language of the people we examine, and fail to catch the names they give, accurately. The master's names, according to a bond given at Mozambique, which is amongst the papers, are Amade Bini Amissi, which last must, I think, have been the one which the witness intended to use; and when his evidence was read to him for confirmation he afterwards denied that he said the master's name was Idassi. In like manner, the person whose name figures in the evidence as the proprietor of the cargo, Kalamadass, is evidently, to my understanding, Laquimidas Quetecy, who hired the vessel from Caçimo Ismalgy (called also in the various papers, Ibraimo Cassimo Bey, Ibraimo Caçimo, Cassimo Ismalgy, and Cassim Ismalgy), from whom the captain received the papers, and who is undoubtedly her owner. Having thus satisfied myself that the vessel is the "*Fatte Mabruque*," owned by Caçimo Ismalgy, of Mozambique, and chartered by Laquimidas Quetecy, I have carefully weighed the evidence given, as to the position of the vessel at the time of capture, and having had the advantage of the opinion of the experienced gentleman now the Marshal of this Court, I have come to the conclusion that the state of wind and weather, shown by the log of Her Majesty's ship "*Lyra*," and the affidavit of the officers of that ship, by no means render it improbable that the little vessel whose case is before us, may, as stated by her master and crew, have met with what, to her, was a strong gale and overpowering current, of which those in the "*Lyra*" would know nothing, but which forced the "*Fatte Mabruque*" out of her course so far as to make it necessary for her to return for the port of her departure. The vessel, I gather to have been first detained on the 16th August, by a boat of Her Majesty's ship "*Lyra*," off Caldeira Point, but that she did not reach Her Majesty's ship "*Lyra*," of Angoxa, some fifty miles higher up the coast, until the evening of the 21st, a fact rather in favour of the master's assertion that the winds were contrary. During this interval the boarding officer did not examine her particularly, having, as he thought, seen enough to make it right for him to take her to his commander, and being specially ordered not to disturb cargo further than requisite for this service: a very proper and reasonable precaution. When she arrived off Angoxa, on the evening of the 21st, she was at once slightly examined by Commander Oldfield, and again on the 22nd; but that day being Sunday, Captain Oldfield explains that the strict and official search could not of course be made. From that day until the 26th, when the vessel was driven from her anchors and lost, it was out of the power of the captor to make this search; inasmuch as his time, and that of all the officers and men of the "*Lyra*" available was fully occupied by disturbances, attended with loss of life, in the River Angoxa. With regard, therefore, to all the articles of equipment alleged to have been on board, with one exception, the Court has before it only the evidence of the captors, which is met by that of the crew of the vessel; and in the absence of the articles themselves, or of any accurate account or measurement thereof, the Court cannot undertake to judge whether they were on board, or, if there, whether they constituted an infringement of the Equipment, Article or not, and must, therefore, dismiss all consideration of them from the case. But to one of these articles the above observation does not apply. It is in evidence before us, that there were planks on board, to use the words of the master, to be used to make a deck of when the vessel left Boquin (the place of the vessel's destination). Jaduca, one of the sailors, gives like evidence: he "knows there were planks on board." They were used to shelter the rice; and Uacate also knew "there were planks on board, down below." In the evidence above noted, I have avoided any which was afterwards altered or denied by the witnesses, when their depositions were read over to them. For greater security on this very important point, I will now quote the exact words recorded as having been corrected or denied by the witnesses: alterations carefully recorded by the sworn officer of the Court.

Evidence of Amade (No. 15).—That he does not know where the owner and his family resides; that he does not know where the family of the owner resides; that the number of planks was written on a piece of paper, which is lost.—Struck out.

That eleven pots were on board.—Says he did not say eleven.

Evidence of Munumbie (No. 17).—The master's name is Idassi.—Denied.

That he was not on deck when the vessel was seized.—Denied.

That he did not see any planks.—Denied.

Evidence of Amade (No. 18).—That Boquin is towards the north.—Denied.

That he encountered southerly wind.—Denied.

That cowries are put under the planks; that the planks are put on the cowries, to keep the cargo from getting wet; that there would be five feet between decks, if a deck were laid down; that he does not know; that the affair is not his.—Denied.

Breadth of vessel, 16 feet.—Denied.

From the above it will appear that while evidence as to the use of the planks on board, the direction of the vessel, the number of pots, the residence of the owner's family, &c., has been retracted or denied, there has been no retraction or denial of the statement that there was on board plank fitted for making a second deck.

It was urged by the advocate for the claimants that these planks were not fitted, or prepared ("*preparadas*") for laying a second deck. But surely, if the master tells the Court that these planks were intended to be used for that purpose, the Court must hold that they were fitted or prepared for it. But this is not the whole evidence on this point. The master, who, he it remarked, is the only witness who speaks of a second deck (for, of the planks, the

captors know nothing, except what they have heard in Court), also deposes that it would not be possible to form such a slave deck, or second deck, as would enable the vessel to carry slaves or human beings; and if he is to be considered a good witness on the first point, he has a right to be so considered on the second point; especially, in the absence of all means of testing his accuracy by the measurement or exact description of the planks, and the manner in which they were fitted; and I am therefore of opinion that the vessel, although legally captured, was on a lawful voyage at the time; and that as it is not proved to the Court that she had on board any of the articles forbidden under Article IX of the Treaty, the claimant is therefore entitled to costs and damages.

Inclosure 5 in No. 57.

Opinion of the Portuguese Commissioner.

MY opinion is, that the vessel be declared to be the "*Fatte Mabruque*," and that she was not employed in the Slave Trade; and that there does not exist even any traces by which, according to the Treaty, there could be the least suspicion of her being employed in the vile Traffic of Slaves.

For the Treaty does not determine that any vessel should be condemned when found without a second or slave deck, or planks fitted for laying a second deck; and the Treaty clearly explains that those planks, in order to have the meaning alluded to, must be fitted ("*preparadas*") for that purpose, which is proved nowhere in the proceedings, I having myself observed that in the interrogatories put in this Mixed Commission, in various foreign languages, little known, and translated from one to another by different interpreters, unshakeable confidence could not be placed in the complete conformity of the depositions of the witnesses, with the translations at last obtained by the Court, to such a degree that precisely evidence (Nos. 17 and 18), in which the planks are mentioned, has been in many parts completely denied by the witnesses Munumbe and the master, when read over to them for confirmation, according to the usage in this Mixed Commission; and having remarked that the Marshal of the Court, the interpreter, as well as the Arabic interpreter, all declare that they could not sign the depositions which the witnesses denied that they had made, in the words read to them, declaring that in truth they agree that the witnesses had not used certain words to which the witnesses objected; in fine, I will observe also that the master of the vessel explained clearly that he had no deck on board where slaves, or, in short, men, could be accommodated; and even were I to allow that the master, or any one else, had sworn, through stupidity or misapprehension, that he had a deck on board to carry slaves, against the provisions of the Treaty, not even then would it be a question to be decided by what he said only; because it would be necessary, first, to observe well if, in effect, a boat like this one of which we are speaking would allow or not of another deck for slaves, which, in my opinion, is physically impossible. I therefore vote that the vessel called the "*Fatte Mabruque*," being employed in licit commerce, be declared bad prize, and that the captors pay all the indemnifications and costs, expenses of the suit, for the cargo lost, time lost, wages, and in fine, all which are named in Article VII, Annex B, of the Treaty.

Inclosure 6 in No. 57.

Sentence.

*Court of Mixed British and Portuguese Commission,
Cape Town, December 23, 1858.*

Before George Frere, Esq., and the Chevalier Duprat.

Present:

F. R. Surtees, Esq., acting for the Registrar.

Mr. Advocate Denysen, for claimant, prayed the claim by him given to be admitted, and the said ship, cargo, and stores, or their value, to be restored, as claimed, with costs, damages, and expenses.

The Attorney-General, on behalf of the captors, prayed the said claim to be rejected, and the said ship and cargo to be condemned.

The Commissioners having heard the said claim and proof read, admitted the said claim, and pronounced the ship, cargo, and stores, or their value, to belong as claimed; and, conformably to the provisions of the Treaty, decreed the same, or their value, to be restored to the claimant, for the use of the owners and proprietors thereof, together with the costs, damages, and expenses incurred in consequence of the aforesaid seizure, and referred it to the Registrar to ascertain the amount thereof, and report the same to the Commission.

(Signed) F. R. SURTEES, for Registrar.

No. 58.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received March 29.)

My Lord,

Cape Town, January 24, 1859.

WITH reference to our despatch of this day's date reporting the case of the Portuguese vessel "*Fatte Mabruque*," alias "*Emalada*," we have the honour to state to your Lordship that on the 6th December, after the Court had decreed to issue a monition in the case of that vessel, a question was put by the Chevalier Duprat, to Commander Oldfield, who was present in Court, but had taken no part

in the proceedings, to the following effect: "Do you consider that you have a right to enter the bays, rivers, and creeks, in the Portuguese territories?" to which Commander Oldfield replied, "We arrogate to ourselves that right."

The Chevalier Duprat having demanded that this question and answer should be entered on the minutes of the Court, Mr. Frere, as British Commissioner, objected to this being done, on the ground that Commander Oldfield was not present as a witness before the Court, and had not been sworn as such; and further, because it was evident from the tone of his answer that he considered he was replying to an unofficial and friendly question of the Chevalier Duprat, not to a formal inquiry put by the Portuguese Commissioner.

The Commissioners not agreeing, lots were drawn for an Arbitrator, and Senhor Valdez having been elected, and concurring in opinion with his colleague, the entry required by the Chevalier Duprat was made in the minutes.

We have the honour to inclose an extract from the minutes upon this subject, and with reference to the opinion of the Portuguese Arbitrator therein recorded, we would observe that he appears to have lost sight of the real question. We quite agree with him that "all facts which have taken place before a Mixed Commission may be inserted in the book of proceedings;" but we maintain that an answer given by a person not on oath, after the proceeding for which the Court had assembled was concluded, is not such a "fact," and further, that if it is to be so considered and treated as evidence, there is a proper place for its being entered, namely, the Record of Evidence, which is kept separately from the Minutes of Proceedings.

We felt it the more necessary to object to the entry proposed, because the Chevalier Duprat stated that he intended to transmit a copy of his question, and of Commander Oldfield's reply, to the Government of His Most Faithful Majesty, and that he should also address himself to the Admiral Commanding-in-chief on this station, upon this subject.

The question of the right of British cruisers to act in the waters in question is one which we do not feel called upon to discuss officially with our Portuguese colleagues, unless it should come before us in connection with the case of any vessel under adjudication before this Mixed Court, but we feel that it would have been very undesirable to record on the minutes of our proceedings the unguarded reply of a gentleman to a question put to him informally, especially if that reply was to be taken up and made the ground of an official representation.

Mr. Frere, moreover, thinks it due to Commander Oldfield to state, that he at once corrected himself as to the use of the word "arrogate," which he saw had attracted attention, by adding, "When I say arrogate, I mean nothing offensive: I mean, that we consider we have that right," and that the tone and manner of the Chevalier Duprat had been, as is usual with that gentleman, so friendly and familiar as to induce any one to suppose that the business before the Court having been concluded, he was proceeding to converse unofficially, and Mr. Frere finds that he is not the only one of those present who experienced a feeling of surprise when the Chevalier Duprat evinced an intention to treat seriously any observation made in the course of such a conversation.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure in No. 58.

Extracts from the Minutes of the Mixed Commission of December 6 and 10, 1858.

*Court of Mixed British and Portuguese Commission,
Cape Town, December 6, 1858.*

Before George Frere, Esq., and the Chevalier Duprat.

Present:

F. R. Surtees, Esq.

F. T. Valdez, Esq.

Wm. T. Smith, *Acting Registrar.*

(Formal record of application for monition in the case of the "*Emalada*," on affidavit of Mr. Mac Conachie, master's assistant, Her Majesty's ship "*Lyra*," which was decreed; as also the usual warrant to the Marshal).

The Chevalier Duprat inquired of Captain Oldfield whether he had a permission to enter the bays, rivers,
CLASS A.

Q

and creeks, in the Portuguese dominions; to which Captain Oldfield replied, "We arrogate to ourselves that right."*

(Signed) WM. TASKER SMITH, *Acting Registrar*.

* This is added to the Minute of this day's proceedings, in compliance with the Minute of December 18, page 538.—WM. TASKER SMITH.

*Mixed British and Portuguese Commission,
Cape Town, December 10, 1858.*

Present:

Geo. Frere, Esq. The Chevalier Duprat. F. R. Surtees, Esq. F. T. Valdez, Esq.
W. T. Smith, *Acting Registrar*.

Had under consideration rough notes of minutes of proceedings on Monday last (the 6th instant).

The Chevalier Duprat expressed his opinion that an answer given by Commander Oldfield to a question put by him, while the Court was sitting, should be recorded.

Mr. Frere objected, on the ground that Commander Oldfield had not been, and was not, a witness on oath before the Court, when he gave the answer in question.

The two Commissioners not being agreed as to the course to be pursued, it was decided that recourse be had to arbitration.

Lots were accordingly drawn, and the lot was declared to have fallen upon F. T. Valdez, Esq., Her Most Faithful Majesty's Arbitrator, who handed in the following as his opinion upon the point at issue:—

(Translation.)

Looking at all the stipulations of Annex B to the Treaty, the only regulation which I recognize for the Mixed Commissions which are to adjudge the cases of vessels in conformity with the Treaty between Portugal and Great Britain on the subject of Slave Trade of July 3, 1842, I do not find in them any Article which prohibits any one of the Commissioners or the Arbitrators of their Majesties from causing to be inserted in the book of the proceedings any facts which have taken place before a Mixed Commission; since it is obvious that if this is not done there will afterwards be no means of a minute, regular, and true record being made of all which has taken, and is taking place.

Under these circumstances, and in furtherance of what I have already had the honour to state in Session before my worthy colleagues on this very simple question, I am of opinion that there shall be entered in the book of the proceedings of this Mixed Commission that which the Commissioner of His Most Faithful Majesty is authorised to order the Secretary of the Commission to write in the said book; and on behalf of the Honourable Secretary to this Tribunal I have to say that if he did not fulfil this, it was because it was noted that a difference of opinion, which I regret, had arisen between the worthy Commissioners of their Majesties on the point, which I should wish not to have had to settle, were it not for the feeling by which I am always aided, when I am compelled by my duties to act contrary to their wishes.

The decision of the majority of the Court being in favour of the insertion in the minute book by the Registrar of the question and answer which the Chevalier Duprat requested might be therein recorded, it was ordered that the Registrar do insert in the minute of proceedings of Monday the 6th instant, the question and answer which he was directed by His Most Faithful Majesty's Commissioner to write down.

Her Britannic Majesty's Commissioner and Arbitrator desire their protest against this entry to be recorded, being of opinion that Commander Oldfield's reply was not intended as anything more than as an answer given to a question put in a conversational way.

The Portuguese Commissioner and Arbitrator declare that there must also be recorded in the minute book of the Mixed Commission, that both the Commissioner and Arbitrator of His Most Faithful Majesty declare that they protest against the opinion or protest of their honourable colleagues, the British Commissioner and Arbitrator, because the Portuguese Commissioner and Arbitrator do not recognize that the reply of Captain Oldfield given to a question which His Most Faithful Majesty's Commissioner put at a Session of the Mixed Commission, can be considered by the Commissioner of Her Britannic Majesty, or by any one else, as a reply non-official, or in the manner of conversation.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

No. 59.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received March 29.)

My Lord,

Cape Town, January 25, 1859.

WE have the honour to transmit to your Lordship our report of the case of the Portuguese schooner "*Esperança*," Mamad Ali Usseni, master, released with costs and damages, by sentence of this Mixed Commission, on the 28th of December last.

The papers and the evidence filed, copies of which accompany our report, will

inform your Lordship that this vessel, of the burthen of 39 tons Portuguese, was owned by Ismael Mahommed, residing at Mozambique, for which port she sailed from Sofalla on the 7th of August, 1858, with a cargo of ivory and other articles of legal commerce, a crew of fourteen persons and three passengers, with six free negro servants, duly entered on the passports of their respective masters.

On the 6th of September she was detained by Her Majesty's ship "Lyra," Commander Oldfield, in latitude 16° 18' south, longitude 39° 53' east, of Angoxa, on the grounds that the blacks who were on board as servants were supposed to be slaves, and were not provided with special passports as slaves, according to Article V of the Treaty, and that she had on board a quantity of water, calculated at from 1,200 to 1,500 gallons, which was larger than was required for her crew as a merchant-vessel, a double cooking-range, mats, and her cargo stowed so as to allow of slaves being taken on board.

The "*Esperança*" was sent, in the first place, to Johanna, her passengers and most of her crew being taken to Mozambique, in Her Majesty's ship "Lyra." She was herself afterwards brought to Mozambique, where, after having been for two months in the hands of her captors, she was, on the 13th of November, given over to the Governor-General, to await the decision of this Mixed Commission; an inventory being taken of all the goods then found on board, by a joint Commission of English and Portuguese officers, and deposited in the Custom-house.

The master and two of his crew, with one of the negro servants, were brought to this port, with the papers, by Commander Oldfield.

These proceedings are contrary to Article IV of the Instructions for Cruizers, which direct the captors to forward to the port of adjudication whatever persons or things they may find it necessary to remove from a captured vessel, and, as in the two other cases recently brought before the Mixed Commission by Commander Oldfield, neither the articles themselves which appeared to him to constitute illegal equipment, or even accurate measurements or descriptions thereof, were produced to the Court.

The case was opened on the 10th of December, and the examinations showed that the voyage on which the "*Esperança*" was engaged when taken was clearly legal; the passports were such as are required for servants not being slaves; and the attempt to upset the passport of the negro Manuel, who was brought down to the Court, and to establish that he was a slave, failed completely, owing to his prevarications and contradictions when he was examined by the Court.

The Commissioners, therefore, on the 14th of December, inquired if the captor wished to carry the case further, which led to an offer on the part of the captor to abandon the prosecution, provided no claim were made for costs and damages, to which offer the claimants declined to accede.

The case was, therefore, proceeded with. The ground upon which the captor maintained that he was exempted from costs and damages, was now shifted from the alleged excess of water to an extraordinary number of water-casks; for it was admitted by one of the captor's witnesses, that when captured, she had but little water on board, and that thick and muddy, and the master deposed that he had been obliged to ask for a supply from Her Majesty's ship "Lyra."

The casks on board, over and above the water-casks thus insufficiently filled, were 9 barrels, of which 5 were entered on the manifest as 5 empty barrels, valued at about 13s. (3\$600) each, and, as far as the Commissioners could judge, capable of containing 30 gallons a-piece, and 4 empty barrels, which appear on the inventory taken at Mozambique, as found on clearing out the vessel.

The captors had not gauged the water-casks, or the barrels, so that the estimate of what they would have held, which was produced as evidence to the Court, amounted to no more than a rough calculation or guess; but the water-casks are described in the ship's papers, and their real capacity was ascertained from printed official tables to be as follows: 3 pipes of 140 gallons, 2 quarter-pipes of 35 gallons, and the 5 barrels were taken as of 30 gallons—in all 9 casks, capable of containing 610 gallons; and had the 9 empty barrels been set up and filled, it would have given her only 270 gallons more, in all about 900 gallons, not more than in prudence she might have had on board for 23 persons, on a voyage which sometimes lasted 30 days.

The Commissioners, therefore, did not consider that these barrels constituted an extraordinary number for which it was necessary that the claimant should produce a certificate from the Custom-house, or that their presence on board was calculated to lead the captor into error, and they, therefore, decreed that the

"*Esperança*" and her cargo should be restored, with costs and damages, and that the captor should pay the costs of adjudication.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure 1 in No. 59.

Report of the case of the Portuguese Schooner "Esperança."

ON the 10th December, 1858, the following papers were brought into Court, relative to the Portuguese schooner "*Esperança*":—

An affidavit, made December 10, by Commander Oldfield, setting forth that on the 6th September, 1858, in latitude 16° 18' south, longitude 39° 50' east, he had detained the "*Esperança*," Mamad Ali Ussini, master, and had left her, by the mutual consent of all parties concerned, and with the sanction of the Governor-General, at Mozambique, as being unfit for the voyage to the Cape, with the crew, passengers, and negroes, except the master, two of the crew, and one negro, who declined to go ashore.

To this affidavit were appended five certificates or declarations, dated September 11th, in which Commander Oldfield sets forth that some of the negroes classed as servants were on board against their will, and disowned their reputed masters; that he had removed into the "*Lyra*," 10 of the crew, 3 passengers, and 5 servants, on the ground that the accommodation of the vessel would not allow of more than those necessary for her trial remaining on board; to which is appended a note, that one of the crew deserted from the "*Lyra*" at Mozambique, on the 13th of November, and two others made the attempt, but failed. That there were on board at the time of capture, a crew of 14 persons, 3 passengers, and 6 others, stated to be servants. That the vessel was seaworthy, but small for the voyage to the Cape. That the cause of seizure was a breach of Articles V and IX of the Treaty; viz., Article V, the passports of servants and passengers not being drawn up as specified; Article IX, a large quantity of water, 1,200 to 1,500 gallons, a double cooking-range of 4 to 5 feet long, capable of cooking for upwards of 100, a large quantity of matting, and stowage of cargo so as to allow of carrying from 50 to 70 slaves. A note dated November 13, states that on survey the vessel was not found seaworthy, and was taken charge of, with her cargo, by the Governor-General, until such time as the opinion passed as to the legality of her detention may be made known.

The papers of the vessel annexed to the affidavit were—

1. The muster-roll for a crew of 14 men, dated at Mozambique, June 2, 1858, for the Portuguese schooner "*Esperança*," Ismael Amad Faquir, of Damão, owner, for a voyage to Inhambane and Sofalla; *visé* at Sofalla for Mozambique, June 10, 1858.

2. Three passports from the Governor of Sofalla, August 6 and 7, for Calachande Ramachande, and one black servant ("criado"); for Bava Ismael, and 3 black servants; and Daça Lacman, and 2 black servants, Manoel and Miguel.

3. The manifests (6) of the cargo, showing that she had on board, as water-casks, 3 pipes, 2 quarter-pipes, and 5 barrels; and a cargo of ivory, rice, maize, nuts, and grain, mats and other articles of legal commerce, amongst which are 5 empty barrels, shipped by Bava Ismael.

4. The vessel's register, showing that she is the property of the Portuguese subject Ismael Mamad Faquir, of 39 tons, built at Mozambique in 1848.

5. Letters of naturalization for Bava Ismael, Goa, October 22, 1847.

6. Two papers relating to a survey at Goa in February 1848; and measurement of the vessel in 1853.

7. Certificate of bond passed at Mozambique, 8th June, 1858, on the departure of the vessel for Sofalla, that she should not be employed in the Slave Trade; and the passport, June 2, 1858, *visé* for Sofalla on the 8th of June, and again for Mozambique on the 10th of August.

The captor also produced a paper purporting to be a survey or inventory, made at Mozambique by a joint Commission of officers appointed by the Governor-General of Mozambique and the commander of the "*Lyra*," respectively, showing everything found on board the "*Esperança*," and lodged in the Custom-house at Mozambique, with the value.

On this inventory appear, among the cargo, 5 empty "barris," value 3\$600 each; and among the ship's stores, 3 pipes, 2 quartilhos, and 4 "barris," and further, as overlooked during the first inspection, 4 empty "barris."

The measure of these casks, according to official tables, is: pipe, 140 gallons; quartilho, 35 gallons. The barril is of various sizes, but those on board for water were described by the master as of 5 to 1 pipe, or about 30 gallons each; and taking the others at the same average, the casks actually on board, and their capacity, would be as follows:—

	Gallons.
3 pipes of 140 gallons	420
2 quarteis of 35 gallons	70
4 barris of 30 gallons	120
—	—
9 water-casks, of	610
And 9 barris of 30 gallons each	270
—	—
18 casks. Capacity	880

On the 11th of December, the master was examined on the standing interrogatories, and deposed:—That he was appointed to the command of the "*Esperança*" by the owner, Ismael Mahommed; that the passengers on board were merchants going from Sofalla to Mozambique; that he had on board none of the articles of equipment forbidden by the Treaty, and only a proper quantity of water, and no other casks or vessels for containing water; that the cooking-place was divided, one side being for the captain, and the other for the crew; and that the servants of the passengers were not slaves, and that their names were in their masters' passports.

On the 13th of December, Manoel, the black boy, shipped as one of the servants of Daça Lacman, was examined:—

He swore that the only master he knew was one Coe Ja, who put him on board at Sofalla; that he had a chain

and his neck, which was taken off and thrown overboard by the captain when the English vessel was seen; was chained that he might not jump overboard: that his master paid for his passage. He also spoke of the brother of Coeda, a serjeant, as having put him on board, and as being also his master; he had no master on board, and did nothing. The other 5 black boys on board were servants, then that they were slaves; then he said that he knew Calachande, the passenger, then that he not know him; that he, Manoel, was clothed like the other boys on board. He at first stated that no one saw the captain take the shackles off, and then that Selimane Ismael and Faquir Mamade were present.

His statement was denied by the captain and the two witnesses above named; and the captain deposed that the boy came on board with Daça Lacman, as his servant. The captain also deposed that he had overheard a Macoa man on board the "Lyra" suggest to Manoel to declare that he was a slave, and that he had been brought on board in irons: a statement the captors denied as impossible, from there being no Macoa man on board the "Lyra."

On the 14th of December, the Commissioners inquired of the captors if, after the evidence afforded by the ship's papers, and the witnesses already examined, the case should be carried further; when the proctor stated that if the claim for costs and damages were abandoned, he would advise the captors to admit the claim for the vessel. Time was given for the consideration of this proposal; and on the 15th, on which day the monition and warrant were returned as duly served, the captain's proctor declined to waive the claim for costs and damages, and the 17th was fixed for the production of further evidence by the captors as to the equipments of the vessel.

On that day, accordingly, the proctor filed affidavits by Commander Oldfield, Lieutenant de Wahl, and Mr. McConachy, setting forth that when first boarded, the master refused to show his papers; that the number of water-casks and the size of the galley induced the captors to detain the vessel; also that three flags were found, the French, Johanna, and the Sultan's; but the first, when asked for in Court, was not produced. The allegation of the master, that the witness Manoel had been prompted to say he was a slave, and had been brought in chains on board, was met by a denial that any one of the "Lyra's" crew could speak the Macoa language.

In the afternoon, the claimant's proctor filed an affidavit of the captain, in explanation, setting forth that he did not refuse his papers, but gave them up at once; and, with regard to the casks, deposed that those for water were 3 pipes, 2 smaller ones, and 5, still less, equal to 1 pipe; that one of these was in pieces, leaving 9 water-casks altogether, which were not more than sufficient; that the vessel's supply was so short that he, the master, had asked for water from the capturing ship. That there were 6 casks which had contained gunpowder (afterwards explained to have been misinterpreted for brandy), which were manifested, and were being taken to Mozambique to be re-filled. That the cooking-place was only three feet long, and could not have been enlarged; and that the flags on board were for festivals. He deposed also that the man on board who had prompted Manoel was a Macao man, one of those taken in one of the "Lyra's" prizes; and the pilot and boatswain both swore that on the voyage down they had heard Manoel advised to say he was a slave, and had been in shackles, but the person who was said to have done this was not produced to the Court.

With regard to the casks, the captors produced Anderson, an able seaman on board Her Majesty's ship "Lyra," who deposed that he saw on board 13 casks—3 very large, 2 less, and 8 small ones, 13 in all; 3 casks' shooks in bundles, and several loose staves. He calculated that the large casks would contain 250 gallons each, the next size 220 gallons each, and the others 36 gallons each, in all, 1,350 gallons, but he did not gauge the casks—an admission fatal to the captor's case, as it reduced the whole evidence to guess or loose calculation. He admitted that there was very little water when he went on board, and that what there was, was mud; he also deposed that none of the casks were gunpowder casks.

On the , the proctor for the claimant was permitted to file an affidavit made by the interpreters, to the effect that they had misinterpreted the Arabic word for "brandy," as "gunpowder."

On the 28th December, the Court heard the Attorney-General for the captors, and Mr. Advocate Denyssen for the claimant.

The arguments turned almost entirely upon the casks on board; and the Commissioners being of opinion that their number did not constitute an extraordinary number, for which the certificate required by the Treaty should be produced, pronounced that the vessel at the time of her seizure, was engaged in a lawful voyage, and should be restored with costs and damages; and that the costs of suit should be paid by the captors.

(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure 2 in No. 59.

Papers filed in the case of the Portuguese Schooner the "Esperança."

(No. 1.)

IN the business of the Portuguese ship "*Esperança*," whereof Mamad Aly Ussene is master, her tackle, apparel, and furniture, and the goods, wares, and merchandize, and slaves, on board the same, taken by Her Majesty's ship of war "*Lyra*," Rodolphus Bryce Oldfield, Esquire, commander, and detained at Mozambique with her cargo, and the said master and two of her crew, brought to Cape Town.

Appeared personally, Rodolphus Bryce Oldfield, Esquire, of Her Majesty's ship of war "*Lyra*," duly authorized and empowered, according to the provisions of the Treaty of the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, to make seizures of vessels engaged in that Traffic, who being duly sworn, maketh oath that on the 6th day of the month of September, 1858, being in latitude 16° 18' south, and longitude 39° 55' east, the ship or vessel called the "*Esperança*," whereof Mamad Aly Ussene is master, was seized and detained by reason that the said ship was employed in the Traffic in Slaves, contrary to the Treaty aforesaid. And the deponent further maketh oath, that the paper writings and documents hereunto annexed, marked from No. 1 to No. 9 inclusive, were given to deponent by the said Mamad Aly Ussene, and that the same are now brought and delivered up, in the same plight and condition as when received by the deponent, without any fraud, addition, subduction, alteration, or embezzlement whatever, save the numbering and marking thereof.

Lastly, the deponent maketh oath as follows:—that he hath also annexed hereunto his declaration and certain other documents, marked A, B, C, D, and E, and that the several statements and allegations therein contained, are, in all respects, correct and true. And further that the said ship "*Esperança*" was, by mutual consent of all concerned, and by and with the sanction and authority of the Governor-General of Mozambique, left at Mozambique as unfit for the voyage to the Cape, in charge of the said Governor-General, with the cargo

on board being stowed in the Government Custom-house, and the residue of the crew, passengers, and negroes, being landed at Mozambique at their own request, one negro excepted, who declined to go on shore, and has been brought to Cape Town, ready to be produced to this Honourable Court.

(Signed) R. B. OLDFIELD.

On the 10th day of December, 1858, the said Rodolphus Bryce Oldfield, commander of Her Majesty's ship "Lyra," was duly sworn to the truth of the foregoing affidavit.

Before me,
(Signed) GEO. FRERE.

(A.)

I, the Undersigned, Rodolphus Bryce Oldfield, Esquire, holding the rank of commander in Her Britannic Majesty's navy, and commanding Her Majesty's ship "Lyra," do hereby certify that on the 6th day of September, 1858, being off Angoxa river, I seized the Portuguese schooner "*Esperança*," whereof Mamad Aly Ussene is master, and that she had on board at time of capture, slaves (none that could be clearly proved to be so), although from evidence obtained, some of those classed as servants to passengers were there against will, and when questioned, disowned their reputed masters.

I further certify that the papers which I have numbered 1 to 6 inclusive, are the whole of the documents, letters, and writings seized on board, which are hereunder specified and described, namely:—No. 1. Crew List. No. 2. List of Passengers, and those stated to be their servants. No. 3. Manifest of the Cargo and Bills of Lading. No. 4. Four documents with a stamp or seal on. No. 5. Passport. No. 6. Four letters, one of which is open.

Signed by me, the 11th day of September, 1858.

(Signed) R. B. OLDFIELD,
Commanding Her Majesty's ship "Lyra."

(B.)

I, Rodolphus B. Oldfield, &c., do hereby certify that I have removed from the Portuguese schooner "*Esperança*," whereof Mamad Aly Ussene is master, 10 crew, 3 passengers, and 5 servants.
Removed on the 6th day of September, 1858, off Angoxa river.

Cause of Removal.

The accommodation of the vessel, without partially occupying the hold (which would not have been, in my opinion, advisable), would not admit of more than those necessary for her trial remaining on board, so were removed to the ship prior to being landed at Mozambique (which they were desirous of).

Signed this 11th day of September, 1858.

(Signed) R. B. OLDFIELD,
Commanding Her Majesty's ship "Lyra."

One of the crew deserted at Mozambique on the 13th November, the two others of the crew made a like attempt, but failed.

(Signed) R. B. OLDFIELD, *Commander.*

(C.)

I, Rodolphus B. Oldfield, &c. &c., do hereby declare that the vessel had on board at time of seizure, a crew of 14 persons, 3 passengers, and 6 others (stated to be their servants), and slaves, none that could be clearly proved to be so (&c., as in A). And I do also declare that I found this vessel in the following state:—

Hull apparently seaworthy and in good repair; rigging old. If, on arrival at Johanna, whither she has been sent to await ship's arrival, she is reported favourably of, will be sent to the Cape of Good Hope for adjudication, although somewhat small for such a voyage in any other but the very finest season.

Cause of Seizure.

For a breach of Articles V and IX of the Treaty between Great Britain and Portugal dated July 3, 1842' Article V. The passports of the passengers and servants not being drawn up as specified therein.

Article IX. The having on board a large quantity of water, viz., some 1,200 to 1,500 gallons, a very much larger quantity than a vessel of her size would carry without a permit, which she had not; also a double cooking-range, from 4 to 5 feet long, and capable of cooking for upwards of 100; likewise a very large quantity of matting on board; and the stowage of her cargo would have allowed easily the carriage of some 50 to 70 slaves.

Given under my hand the 11th day of September, 1858.

(Signed) R. B. OLDFIELD,
Commanding Her Majesty's ship "Lyra."

On survey, the vessel was not found seaworthy, so was taken charge of, together with her cargo, by the Governor-General at Mozambique, until such time as the opinion passed by the Mixed Commissioners (as to the legality or otherwise of her capture) at the Cape of Good Hope may be made known.

(Signed) R. B. OLDFIELD.

Mozambique, November 13, 1858.

(D.)

I, the Undersigned, &c., (as to capture, crew, and papers, as in A).

(E.)

I, the Undersigned, &c., (as to capture and crew, as in A); and that the following are the names of the passengers, crew, and servants: viz.—

Names of the Crew.—Mamad Aly Ussene, Silmani Ismael, Faquir Mamad, Cassamo Madar, Lequi Amodo Cassamo, Valigy Josogy, Salamane Alegy, Issalamo, Pinga Sira, Manoel, Faquir, Billal, Sinea Ismal, Ussene Amodo.—Total, 14.

Names of the Passengers.—Calalchande Ramochande, Daça Lacmon, Bava Ismael. Servants:—Vicente, Manoel, Miguel, Salamino, Rato, Ambar.—Total, 9.

And I do hereby declare that I found the vessel in the following state (&c., as in C).

State of Cargo.

In a good state; the teeth of ivory are somewhat badly stowed.

Cause of Seizure (as in C).

(No. 2.)

(Translation.)

(Abstract.)

Muster-roll of the Portuguese schooner "*Esperança*," owner Ismail Amade Faquir, bound for Inhambane and Sofalla, dated at Mozambique, June 2, 1858. Contains names of fourteen persons. *Vist* for Sofalla, June 10, 1858.

(No. 3.)

Passport, dated Sofalla, August 6, 1858, for Calalchande Ramochande, going to Mozambique, with one black servant, Vincente.

(No. 4.)

Passport, dated Sofalla, August 7, 1858, for Bava Ismail, going to Mozambique, with 3 free black servants, Salamino, Rato, and Ambar.

(No. 5.)

Passport, dated Sofalla, August 6, 1858, for Daça Laemon, going to Mozambique, with 2 black servants, Manoel and Miguel.

(No. 6.)

Manifest and bills of lading of the "*Esperança*," Sofalla, August 11, 1858.

(An abstract of these papers will accompany the Report of the second part of this case.)

(No. 7.)

Certified copy of register of the Portuguese schooner "*Esperança*."

Owner—Ismael Mackad Faquir, June 4, 1856.

Burthen—39 $\frac{1}{2}$ tons.

Cumprimento—70 palmos and 2 pols.

Boca—18 palmos.

Pontal—8 palmos and 6 pols.

Built at Mozambique in 1848.

Her owner is a Portuguese subject, a Moor of Damão, established as a merchant in Mozambique, who bought her in the year 1849.

(No. 8.)

Letter of Naturalisation of Baba Ismael, Goa, October 22, 1847.

(No. 9.)

Certified copy of a survey held on the "*Esperança*," at Damão, February 23, 1858; that she is in good condition for any voyage on long course.

(No. 10.)

Certificate given at Mozambique, September 22, 1853, as to the measurement of the patacho "*Esperança*," according to the Law of July 14, 1848:—

Cumprimento—82 palmos and 1 pol.

Boca—19 palmos and 1 pol.

Pontal—10 palmos and pols.

Tonnage—48 $\frac{1}{8}$ tons.

(No. 11.)

Bond given at Mozambique, June 8, 1858, by Proçotamo Ginar, in favour of Mamad Ally Ussine that the "*Esperança*" shall not be engaged in the Slave Trade.

(No. 12.)

Ship's passport for the "*Esperança*," of 39 tons; built at Mozambique; owner, Ismael Mamade Faquir; master, Mamade Ali Ussine; both Portuguese subjects.

Date Mozambique, 2nd June, 1858. *Visé* for Sofalla, 8th and 10th June, 1858; and for Mozambique, 10th August, 1858.

Inclosure 3 in No. 59.

Evidence in the case of the Portuguese Schooner the "Esperança."

Evidence of Mahomed Ali Hussein, who, being sworn and examined on standing interrogatories, saith:—That he was born at Damão; lives there; that he is married; his family resides at Damão. The owner of the vessel appointed him to the command: the owner's name is Ismael Mahomed; took possession of her at Mozambique; has been eight years captain of the ship; she was built at Mozambique; was on board when she was taken; does not know why she was taken; she was sailing under Portuguese colours; had no others on board; her name is "*Esperança*;" as long as he was captain (eight years) she was called "*Esperança*," but does not know what she may have been called before. Her tonnage was 39 tons. The number of persons on board was 22, including passengers, not including himself; 13 were sailors, 3 were passengers, and 6 were servants of passengers; the sailors were shipped some at Damão, some at Mozambique; he hired them himself. Part of the cargo was his, but he had no share in the ship; the cargo belonged to the passengers and to others. The passengers were Baba Ismael, Daça Lacmon, and Calalchande Ramachande. The passengers were merchants; they were taken on board at Sofala, in the month of August this year; they were going to Mozambique. The ship's manifest shows the share that each had in the cargo; the ship's voyage was from Mozambique to Sofala and back. After leaving Sofala, he touched nowhere; he first saw the capturing ship between 8 and 9 A.M. on the 6th September; he did not attempt to escape; why should he? The ship went as direct for Mozambique as possible; only anchored when necessary. Had one gun on board to fire on festivals. Did not resist capture; why should he? The vessel was never sold while he knew her; does not know her value; she had close hatches, none with gratings; she had no divisions but those usual in merchant-vessels; she had no spare planks on board; there were no shackles on board; had a month's supply of water on board in 3 pipes, 2 small barrels, and 5 casks, equal to 1 pipe; that is the proper quantity for the voyage; she had no other casks or vessels for holding water; there were 3 mess-tubs, 1 for the captain and mate and boatswain, and 2 for the crew, and 4 small pots for curry; the servants had pots and plates for their masters. There was on board a kitchen divided into two, one side for the captain, the other for the crew; it had been so on board since the vessel was built; there was no boiler on board; no bricks or clay to enlarge the kitchen. The papers give an account of the cargo; there were no slaves on board; all were free.

Besides what is on the manifest, had of rice, 5 bags ("*quissapos*"); beans, 3 baskets; no *farinha* of manioc; maize, 3 bags, with fish, fowls, &c.; in all, not more provisions than necessary for his crew and passengers. Had on board mats to put under the cargo, which were specified in the manifest; none used by the crew, except one a-piece for sleeping on. The servants of the passengers were not slaves; their names are in the passports.

The papers are all true and fair. The passport of the ship (shown) is true. The signature to the matricula of the captain is in his own handwriting; he has not destroyed any papers. He gave all papers to the captor. Does not know of any written agreement as to the ship. Does not know of any insurance for her or the cargo. There is no one on board who can give him directions as to the ship. After leaving Sofala the cargo was not opened.

(Signed in Arabic.)

Read over before me,

(Signed) F. R. SURTEES.

December 13, 1858.

Manoel.—Cannot speak his ; swears to speak the truth. Does not know his age. Does not know the name of the vessel in which he was; did nothing on board; was a slave on board. The master put him on board; the master's name was Conde. One was Serpael, the other was Conde (probably master). Was a slave (not a servant). Serjeant was his master; Conde was his master, who put him on board. Had a chain round his neck. The chain was thrown in the water when they saw the English vessel. When Conde put him on board he was still in the hands of Serjeant. The captain threw the chains overboard. Nobody saw the captain throw the chain overboard. Chain thrown overboard in the morning, as soon as they saw the English ship. Chains upon him, lest he should jump overboard. They were afraid that he should jump overboard. Serjeant paid the captain money for his passage, not Conde. No one told him to say here that he was a slave; that he is a native of Macoa, and was sold at Quillimane, then at Sofala. When he left Sofala, he was going to Mozambique. The Baas sold him. The man who sold him was not in the ship. Conde was not in the ship. Conde and Serjeant are not brothers. Both were his masters. Conde bought me at Quillimane; but when Conde bought me Serjeant told his brother I was no slave, and that he got him from Conde. Had no

one on board who was his master. There were servants on board. There were five. He did nothing on board. Besides him there were five. He was the sixth. The other five boys had masters on board. Calachande Ramachande was on board; was one of the black people. Had servants on board: two to clean the vessel, and three as sailers.

Interpreter Maja, in answer to the Court then speaking of servants, said:—He has different words for slaves and servants: he calls slaves “morison,” and servants “servidor.” Five men were freemen; was not the slave of Cama Chande. Does not know him. Does not know Rama Chande. That five servants of Bam because Arabs on board told him so. Is since that he saw on board; he is not as white as a Christian, but as white as a Mahomedan. Only saw one. (Asked as to the difference between and) Only knows was on board. None dressed in trowsers and shirts on board. From the to the vessel wore shackles on his neck. The other five servants were also dressed, but not the same kind of clothing as the clothes he had on board ship. People on board English ship threw his clothes overboard. (Has the same done to clothes of boys.) These they took with them. The clothes he has on he got here. The old clothes were thrown away at a country called by the Arabs Jouhara. After they were thrown away they gave him new clothes on board the English vessel. They gave him nothing else.

(Signed) MANOEL, ✕ his mark.

Witnesses:

(Signed) T. W. TIMLEY.
C. SMUTS.

Captain of “*Esperança*.”— from Sofala in his vessel, was to a passenger Brought him on board. He saw him come on board. Had no shackles on, neither on his neck or arms. Had shackles on while on board. Does not know when got this boy. He buys and sells goods. He only saw the boy when brought on board. No difference between this boy and other servants on board.

Haisein recalled.—“It is not time.”

Manoel.—Three people saw shackles thrown overboard. Has seen on board. Is certain is not his master. His master remained at Sofala. Had no papers of freedom. The captain who gave him his victuals was his master there. Obligated no one but the captain. Conde, his master, put shackles on him at his house. When he ran away they caught him, and put a chain on him, and marked him on his chest (shows mark), about four months ago. Serjeant marked him.

(Signed) MANOEL, ✕ his mark.

Haisein recalled.—English gave Manoel clothes and food. He said this man must say he is a slave. When first everything all right at Angoxa. English captain asked said they were not slaves; passengers, and servants, and sailors, that were no slaves. They said all was right. When they came to Mozambique Captain Oldfield told the sailors of this man's vessel to go on shore; but captain on board the men gave Manoel victuals and clothes, and told him to say he was a slave; heard the talk, so the language

Humaan Ismael, Pilot on board the “*Esperança*.”—Manoel had no shackles; no chain on board the vessel. Saw no chains taken from the boy thrown overboard.

Faqir.—Saw no chains or shackles on Manoel's neck, though saw him on board; saw none thrown overboard.

Manoel recalled.—Saw the slave witness in the who saw the shackles thrown overboard.

Commander Oldfield.—An officer boarded the “*Esperança*” broke put who on return from that duty that he had not been able to get the ship's papers, and could not.

In the business of the Portuguese ship “*Esperança*,” whereof Mamad Ally Ussene is Master, her tackle, apparel, furniture, with the goods and merchandize on board, &c., taken and detained by Her Majesty's ship “*Lyra*,” whereof Rodolphus Bryce Oldfield, Esquire, is Commander, &c.

Appeared personally the said Rodolphus Bryce Oldfield, Commander of Her Majesty's ship “*Lyra*,” and Charles William McConachy, Master's Assistant of Her Majesty's said ship, and jointly and severally made oath; and first the said Rodolphus Bryce Oldfield, for himself, saith:—That the said ship “*Esperança*” was, on the 6th of September last past, boarded by Lieutenant Croke, one of the “*Lyra*’s” officers, who returned and reported to deponent that he had a large quantity of water-casks on board, and a large galley, and that he had failed in his endeavours to obtain from her master a list of the crew. Whereupon deponent himself proceeded on board the said vessel, to conduct a search personally: that the first thing deponent did was to ask the said master to produce his papers, which, for reasons unknown to deponent, he did not do; that deponent then looked into the master's bunk, and saw the ship's papers lying on his bed, when deponent pointed to them; and the said master, making no farther objection, deponent took them up and opened them; that deponent then mustered the crew and passengers, and having inspected them, proceeded to search the hold, where he found five large and nine small casks, with staves and hoops sufficient to construct two more of the latter description; that, finding that these casks would hold three times the quantity of water sufficient for the necessity of the said vessel as a merchant-vessel, deponent, through a Portuguese interpreter, informed the said master thereof; and pointing out at the same time Article IX of the Slave Treaty, further informed him that unless he produced a certificate for these casks, according to the Treaty, or otherwise satisfactorily accounted for them, it would be deponent's duty to detain him; that the said master, not producing such certificate, nor giving any explanation whatever, and deponent having further discovered that the said vessel had a galley, or cooking-range, of an unusual size, and larger than requisite for the use of the crew of the vessel as a merchant-vessel, then detained the said ship; that during the following three days the deponent was engaged in an expedition up the Angoxa river, and on his return had the crew, passengers, and alleged domestic servants, from the “*Esperança*,” mustered on board the “*Lyra*,” when the negro boy, Manoel, voluntarily stated that he was a slave, and had been brought on board the “*Esperança*” in irons, which were only removed and

CLASS A.

thrown overboard on the approach of the boat which carried Lieutenant Croke; and deponent further saith that there is no man on board the "Lyra" belonging to that vessel who speaks the Macow (or Maqua) language, nor was there ever any such so long as the said vessel has been under the command of deponent; that the only persons speaking that language who have been on board the "Lyra" have been Arabs, belonging to the crews of several dhows lately captured by the "Lyra," and who could have no reason or inducement to hold any such conversation with the said boy, Manoel, as stated by the said Mahmad Ally Ussene in his examination before this honourable Court; which conversation deponent wholly believes and considers to be a gross fabrication of the said Mahmad Ally Ussene.

And the said Charles William McConachy, for himself, saith, that on the 10th day of December last past he searched the bag of flags belonging to the "*Esperança*," and found, besides the Portuguese flag, a French ensign and two Johanna flags—one the merchant's ensign, the other the flag flown only by vessels belonging to the Sultan of Johanna—which two last-mentioned flags he hath ready to be produced in this honourable Court.

(Signed) R. B. OLDFIELD.
C. W. McCONACHY.

On this 17th day of December, 1858, the said Rodolphus Bryce Oldfield and Charles William McConachy were duly sworn to the truth of this affidavit.

Before me,
(Signed) GEO. FRERE.

In the business of the Portuguese ship "*Esperança*," whereof Mahmad Aly Ussene is master, her tackle, apparel, and furniture, with the goods and merchandize on board, taken and detained by Her Majesty's ship "Lyra," whereof Rodolphus Bryce Oldfield, Esquire, is commander.

Appeared personally, Thomas Alexis de Wahl, Lieutenant of Her Majesty's ship "Lyra," whereof Rodolphus Bryce Oldfield, Esquire, is commander, and made oath, that on or about the 11th, 12th, and 13th days of November last past, this deponent assisted to examine and search the cargo and stores on board of the Portuguese vessel "*Esperança*," whereof Mahmad Aly Ussene is master, then lying in Mozambique harbour, and found, *inter alia*, 3 large casks, 2 butts, wine barrels, and a quantity of staves and hoops, sufficient to make 2 barrels more. And deponent saith that the said casks, butts, and barrels would, altogether, hold upwards of 1,100 gallons of water, a quantity of water far more than was sufficient for a vessel of the tonnage of the "*Esperança*," and three times greater than the quantity necessary for the voyage in which she was engaged, if engaged as a merchant-vessel.

That deponent also saw and examined the galley or cooking-range of the said vessel "*Esperança*," and found it capacious enough to cook soon [*sic*] for about 50 people at one time, the said range being fully 4 feet in length.

And deponent lastly saith, that his estimate of the quantity of water which the afore-mentioned casks, butts, and barrels would contain is formed not merely in deponent's knowledge and experience, but on the opinion expressed to deponent by the Portuguese officers who assisted him to make search of the "*Esperança*."

(Signed) THOS. A. DE WAHL, Lieutenant,
Her Majesty's ship "Lyra."

On this 15th day of December, 1858, the said Thomas Alexis de Wahl was duly sworn to the truth of the foregoing affidavit.

Before me,
(Signed) GEO. FRERE.

In the Court of British and Portuguese Mixed Commission, at the Cape of Good Hope.

In the business of the Portuguese schooner or vessel called the "*Esperança*," whereof Mamad Aly Ussene is master, her tackle, apparel, and furniture, and the goods, wares, and merchandize on board the same, taken and seized by Her Britannic Majesty's ship "Lyra," and left at Mozambique.

Appeared personally, the said Mamad Aly Ussene, and made oath—

That he is a subject of His Most Faithful Majesty the King of Portugal, and was the master of the said schooner or vessel "*Esperança*," at the time of the seizure thereof by Her Britannic Majesty's ship "Lyra," Rodolphus Bryce Oldfield, Esquire, commander; that the said schooner or vessel was so seized on the 6th day of September last, whilst in the prosecution of a lawful voyage from Mozambique to Sofala, and from thence to Mozambique, towards which last-mentioned place she was proceeding at the time of the said seizure; that she had then on board a cargo consisting of elephants' tusks, and other lawful merchandize and goods, specified in the manifest and bills of lading, delivered by this deponent, together with the other papers and documents relating to the said vessel, to the captors, and now remaining in this honourable Court, and to which the deponent craves leave to refer, for the particulars of the same and the shipment thereof. That Ismael Amad, a subject of His Most Faithful Majesty the King of Portugal, was, at the time of the said seizure, and now is, the true, lawful, and sole owner of the said schooner or vessel, her tackle, apparel, furniture, and appurtenances; and that Calachande Ramachande, Daça Lacman, Jamie Assane, Caetane Peidad, Theodora Arajo Roza, and this deponent, are the owners of the cargo.

And this deponent further saith, that he had on board the said vessel, at the time of the seizure thereof, 200 Spanish dollars, and a chest containing his clothes and goods, the sole property of this deponent; that there were also on board the said vessel, at the time of the seizure aforesaid, 700 Spanish dollars, the property of the said Daça Lacman, Calachande Ramachande, and Bava Ismael, and 150 Spanish dollars, and a compasses, three charts, and certain clothes, the property of the pilot of the said vessel, and 60 dollars belonging to the boatswain, all of which were taken possession of by the persons by whom she was boarded as aforesaid.

And the deponent further maketh oath, that he verily believes the said schooner or vessel, and cargo, are not liable to forfeiture under the Treaty of the 3rd July, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves.

And he further maketh oath, that no person or persons other than the persons before mentioned, have any right, title, or interest in the said vessel, her tackle, apparel, and furniture, goods, wares, and merchandize, on board the same, at the time of the capture and seizure thereof, and that he is duly authorized to make the claim

hereunto annexed, and that the same is a true and just claim, and that he shall be able to make due proof thereof.

(Signed in Arabic.)

On the 17th day of December, 1858, the said Mamad Aly Ussene was duly sworn to the truth of the affidavit, and of the claim hereto annexed.

Before me,
(Signed) AL. DUPRAT.

In the Court of British and Portuguese Mixed Commission at the Cape of Good Hope.

In the business of the Portuguese schooner or vessel called the "*Esperança*," whereof Mamad Aly Ussene is master, her tackle, apparel, and furniture, and the goods, wares, and merchandize on board the same, taken and seized by Her Britannic Majesty's ship "*Lyra*," and left at Mozambique.

The claim of the said Mamad Aly Ussene, the master of the said schooner or vessel, a subject of His Most Faithful Majesty the King of Portugal, for the said schooner or vessel, her tackle, apparel, and furniture, goods, wares, and merchandize, or the value thereof, as the property of Ismael Amad, the owner of the said vessel, and of Calachande Ramachande, Daça Lacman, Bava Ismael, Jamie Assane, Caetane Peidad, Theodora Arajo Roza, and the said Mamad Aly Ussene, the owners of the said cargo; and as protected by the Treaty or Convention between Her Britannic Majesty and His Most Faithful Majesty, dated the 3rd of July, 1842; and the claim of the said Mamad Aly Ussene for 200 Spanish dollars, and a chest containing his goods and clothes, the sole property of the said Mamad Ussene; and also of 700 Spanish dollars, the property of the said Daça Lasman, Calachande Ramachande, and Bava Ismael; and for 150 Spanish dollars, and a compasses, three charts, and certain clothes, the property of the pilot of the said vessel, and 60 dollars belonging to the boatswain; and for all costs, charges, losses, damages, demurrage, and expenses which have arisen, or shall or may arise, by reason of the capture and detention of the said vessel and her cargo as aforesaid.

(Signed in Arabic.)

Dated at Cape Town, this 17th day of December, 1858.

Before me,
(Signed) AL. DUPRAT.

In the Court of British and Portuguese Mixed Commission at the Cape of Good Hope.

In the business of the Portuguese schooner or vessel called the "*Esperança*," whereof Mamad Aly Ussene is master, her tackle, apparel, and furniture, and the goods, wares, and merchandize, on board the same, taken and seized by Her Britannic Majesty's ship "*Lyra*," and left at Mozambique.

Appeared personally, the said Mamad Aly Ussene; made oath that when the said schooner or vessel was boarded, on the 6th day of September last, by one of the officers of Her Britannic Majesty's ship "*Lyra*," he did not withhold, or attempt to withhold, a list of the crew of the said schooner, or any of her papers, from the said officer. That this deponent delivered the papers of the said schooner to the said officer, amongst which papers is a list of the crew of the said vessel; but the said officer returned the said papers to this deponent, and afterwards returned to the said ship "*Lyra*."

That when the said Rodolphus Bryce Oldfield subsequently came on board the said vessel, this deponent did not refuse to deliver the said papers to him, but, on the contrary, as soon as deponent was asked for the said papers, he delivered the same to the said Rodolphus Bryce Oldfield.

And this deponent further saith, that he had on board the said vessel only 3 pipes, 2 small barrels, and 5 (the 5 being equal to one pipe) for the purpose of containing water; that one of the said casks had fallen to pieces, and was in shooks at the time the said vessel was boarded, and the said shooks are some of those which were seen by the said officer; that there were, therefore, only 9 casks or vessels altogether which were fit for holding water for the said vessel, and which had actually contained water during the said voyage.

And this deponent further saith, that the same were not more than were sufficient for the use of the said vessel as a merchant-vessel on such a voyage as that on which she was engaged; that, so far from there being too much water on board, deponent considered it necessary to request some for the use of the said schooner from the persons belonging to the said ship "*Lyra*" when they came on board; that there were also on board the said vessel 5 old casks in which gunpowder had been stowed; that the said gunpowder having been sold at Sofala, the said casks were on board the said schooner at the time of her seizure for the purpose of being taken back to Mozambique, in order that they might be re-stowed with gunpowder; that the said casks accordingly formed part of the cargo of the said schooner, and are mentioned in the ship's papers as deponent verily believes, and the same were never used, nor intended to be used, for the purpose of holding water for the use of the said vessel.

And deponent further saith, that the said gunpowder-casks are the casks referred to in the affidavits of the said Rodolphus Bryce Oldfield and Thomas Alexis de Wahl, sworn in this case, as being water-casks for the use of the said vessel, as this deponent verily believes.

And this deponent further saith, that the inside of the cooking-place in the said schooner was not more than 3 feet in length, and was not larger than necessary for the use of the said vessel as a merchant-vessel; that there were no bricks or material on board for the purpose of enlarging the said cooking-place, and the same was never enlarged during the time deponent has had the command of the vessel, a period of eight years.

And this deponent further saith, that the man on board the "*Lyra*," who told the boy Manuel to say he was a slave, and had shackles on, was a Macoa. That he was a person taken from one of the vessels seized by the said Rodolphus Bryce Oldfield. And this deponent distinctly heard the said person tell the said Manuel to say he had been a slave, and had shackles on.

And this deponent further saith, that he had no other national flag on board than the Portuguese flag. That the flags referred to by the said Thomas Alexis de Wahl as having been on board the said schooner, were used only by deponent for the purpose of being hoisted on days of rejoicing, and never were, or intended to be, used for any illegal purpose.

(Signed in Arabic) MAMAD ALY USSENE.

On the 17th day of December, 1858, the said Mamad Aly Ussene was duly sworn to the truth of this affidavit.

Before me,
(Signed) AL. DUPRAT, Commissioner.

In the Court of British and Portuguese Mixed Commission at the Cape of Good Hope.

Portuguese ship "*Esperança*," Mamad Aly Ussine master.

Appeared personally, Seliman, pilot of the said schooner "*Esperança*," and Fakier, boatswain, and jointly and severally made oath :—

That they are well acquainted with the Macoa language. That during the voyage of Her Britannic Majesty's ship "*Lyra*" from Mozambique to the Cape of Good Hope, these deponents, who were then on board the said ship, heard a person who spoke the Macoa language, tell the boy Manuel, whom deponent has seen in this Court, to say that he, the said Manuel, had been a slave, and had been in shackles when he was in the said schooner "*Esperança*."

On this 17th day of December the said Seliman and Fakier were duly severally sworn to the truth of this affidavit.

Before me,
(Signed) AL. DUPRAT.

Evidence of Henry Anderson, who being sworn, maketh oath, and saith :—

Is able seaman on board Her Majesty's ship "*Lyra*." Has been twenty-one years at sea. Knows the "*Esperança*." Has been on board of her. Knows what casks she had. Had five large ones and two smaller, and eight small ones besides (total thirteen). Saw shackles in the hold, three casks of shooks, and several lying loose. Can judge what casks would hold : large would hold 250 gallons ; the two others would hold about a tun ; other casks would hold 36 gallons each ; shooks would make a 36-gallon cask ; and there were staves belonging to a larger cask. Was very little water when we went on board ; it was all mud. There was some water in the large leaguer ; does not know how much. Casks were water-casks (all to hold liquid). Knows in what casks gunpowder is usually stowed. None of the casks were such. Three casks would each hold 220 gallons.

(To Reid.)—Casks were all lying together, stowed in the hold, none on deck. Swears there had been gunpowder in any of the casks (thirteen). Saw a difference in the make of the casks, two had and others small at the end If casks were full there would be too much water by half. All casks had worn hoops. Eleven casks were all the same make. Overhauled all the casks. Two large ones had so that they could water if they choose. Does not know how much water there was. Did not casks. Knows what a cask is. Water in casks was muddy.

(To Fairbridge.)—Casks never had gunpowder ; three had had brandy. Casks were not made for gunpowder. Gunpowder casks are close-hooped ; some are wood and some copper. All casks on board had iron hoops. Swears casks were not constructed for gunpowder.

(Signed) HENRY ANDERSON.

Read over before me,
(Signed) F. R. SURTEES.

In the Court of British and Portuguese Mixed Commission at the Cape of Good Hope.

Portuguese schooner or vessel "*Esperança*," Mamad Aly Ussene master.

Appeared personally, Johannes Adriaan Smuts, of Cape Town, sworn translator in the Dutch and English languages ; Kalamim, of Cape Town, interpreter in the Arabic, Moorish, and Dutch languages ; and the above-mentioned Mamad Aly Ussene, master of the said schooner or vessel "*Esperança*," and jointly and severally made oath :—

And first the said Kalamim, for himself, saith, that on the 17th day of December instant he interpreted between the said Mamad Ali Ussene and the said Johannes Adriaan Smuts, when the affidavit sworn by the said Mamad Ali Ussene was drawn, and when the same was subsequently read over and interpreted to him.

And this deponent further saith, in reference to the five casks mentioned in the said affidavit as having contained gunpowder, that during the said interpretation this deponent, through error, understood the said Mamad Ali Ussene to use the Moorish word "*daroe*" for gunpowder, instead of brandy or spirituous liquor, the said Moorish word signifying in that language either gunpowder or spirituous liquor ; and that in interpreting the same to the said Johannes Adriaan Smuts, he, this deponent, used the Dutch word "*kruid*" for gunpowder, believing that the said Mamad Ali Ussene meant gunpowder when he used the aforesaid Moorish word, whereas this deponent hath discovered from subsequent conversation with the said Mamad Ali Ussene, that when he used the aforesaid Moorish word, he meant brandy or spirituous liquor.

And this deponent further saith, that immediately after he discovered the said error, he informed the said Johannes Adriaan Smuts thereof.

Andt he said Johannes Adriaan Smuts for himself, saith, that the said Kalamim during the interpretation aforesaid, used the Dutch word "*kruid*" for gunpowder, and that in interpreting the same into English, he used the word "*gunpowder*," which was accordingly inserted in the said affidavit.

And the said Mamad Ali Ussene for himself, saith, that when he used the aforesaid Moorish word, in speaking to the said Kalamim, he meant brandy or spirituous liquor.

(Signed) C. J. A. SMUTS.

On this the 21st day of December, 1858, the within-named deponents were duly sworn to the truth of this affidavit.

Before me,
(Signed) AL. DUPRAT, Commissioner.

Inclosure 4 in No. 59.

Opinion of the British Commissioner.

IN giving the judgment of the Court upon this case, I may confine my observations to one point, namely, the casks or other vessels on board for containing liquid.

There were, according to the papers, 3 pipes, which we know from official tables, contain 140 gallons each; 2 quarter-casks, 35 gallons each; 5 barrels, judging from the value given in the inventory (about 4s. 6d.) at 10 gallons each; with these the vessel might have carried 540 gallons of water, or hardly sufficient for twenty days for her crew of upwards of twenty persons, and certainly, therefore, not an unreasonable quantity on a voyage which may sometimes last a-month; and I do not consider that the presence of the empty casks in the hold, which are described in the inventory made at Mozambique, and on the cockets, as empty barrels, valued at 3 milreis (about 4s. 6d. each), constitute a breach of Section 6 of Article IX of the Treaty. Their presence does not seem to have been considered extraordinary by the captor, and is not stated as a ground of capture in any of the certificates or declarations made at the time of seizure.

I may add, that if casks in extraordinary number were on board a vessel; I should require a specific certificate of bond having been given for their employment in lawful commerce, as required by the Treaty, over and above the general bond required by the laws of Portugal for the legal employment of the vessel.

Inclosure 5 in No. 59.

Opinion of the Portuguese Commissioner.

IN the case of the "*Esperança*," seized by Her Britannic Majesty's ship "*Lyra*" on the Mozambique coast, on the 16th day of September last, in latitude 16° 18' south, and longitude 39° 55' east of Greenwich, according to the captor's affidavit, I am of opinion that no evidence whatever has been adduced proving the "*Esperança*" to have been either engaged in the Slave Trade, or under the slightest suspicion of carrying on that trade. I consider the whole of the ship's papers produced before this Court to be quite satisfactory, as well as every thing else. Also I must declare that I take this opportunity to say, that the stipulations of the Treaty between Portugal and England for the abolition of the Slave Trade have not been complied with by the captors in the following Articles; 2nd of the Treaty, 4th disposition; 5th ditto; 2 of 3 ditto and 4 ditto. I am of opinion, therefore, that the "*Esperança*" is not a lawful prize, because, with regard to the number of casks (the only allegation of the captors), they have failed to prove the 4th disposition of Article II of the Treaty, in which it is said, that when there is an extraordinary number of water-casks, or other vessels for holding liquids, they must produce then a certificate from the Custom-house from which they cleared outwards, stating that such extra quantity of casks should only be used for palm oil. And it would have been impossible that the ship's papers would declare that the five empty barrels were for palm oil, &c., not only because their size must have been very small, if we consider their valuation taken in Mozambique being only a dollar each, but although, notwithstanding the master's declaration, (because, even were I to agree that they were for containing water, in consequence of the other casks not containing nearly, in my opinion, sufficient water for the Arabian crew, passengers, and their servants in such an uncertain voyage as regards time), the fact is, that even if they had the five empty barrels filled with water, which they had not, the whole of the casks or other vessels on board would not have been enough, and could not have been termed or considered an extraordinary number of water-casks, or other vessels for holding liquid. Moreover, the Portuguese vessel "*Esperança*" had so little water that her master had to ask the captain of the "*Lyra*" for water for his crew and passengers, having only enough for one day, after a voyage of twenty-three days. I am, therefore, of opinion that the "*Esperança*" is not a lawful prize to Her Britannic Majesty's cruiser "*Lyra*," and that the owners, crew, and passengers, should be fully indemnified for all their losses, demurrage, and expenses, from the day of her detention by Her Britannic Majesty's cruiser "*Lyra*," until the day of their arrival at the port at which the ship now lies. During the last three months it has been my duty as His Most Faithful Majesty's Commissioner to inquire into the proceedings of Her Britannic Majesty's cruisers in three cases brought before this Court: the "*Flor de Moçambique*," the "*Fatte Mabruque*," and the "*Esperança*," and, I must say, it has pained me to learn the manner in which the Treaty has been observed, and the suspected have been treated, in contravention of the above said Articles and Dispositions, especially the Treaty in Article II of Annex A, directing that the search shall be conducted in the mildest manner, and with every attention which ought to be observed between friendly nations, in accordance to Article VIII of Treaty. It will be my duty, when announcing to my own Government, to call their attention to this disregard of important matters of the Treaty, and to beg that the British Government may be urged to enforce a stricter attention in future to the said Treaty, by their naval officers cruising on the African coast.

(Signed) AL. DUPRAT, *Commissioner*.

Inclosure 6 in No. 59.

Sentence.

*Court of Mixed British and Portuguese Commission, Cape Town,
December 28, 1858.*

Before George Frere, Esq., and the Chevalier Duprat.

Present:

F. R. Surtees, Esq. Senhor F. T. Valdez.
W. T. Smith, Esq., Acting Registrar.

Mr. Advocate Denysen, for the claimant, prayed the claim given by him to be admitted; and the said ship, cargo, and stores, or their value, be restored as claimed, with costs, damages, and expenses.

The Attorney-General, for the captors, prayed the said claim for costs, damages, and expenses, be rejected.

The Commissioners, having heard the same claim and proofs read, admitted the said claim; pronounced the said vessel "*Esperança*," her tackle, apparel, and furniture, and the goods, wares, and merchandize laden therein, or their value, to belong as claimed; and, conformably to the provisions of the Treaty, decreed the same, or their value, to be restored to the claimant for the use of the owner and proprietor thereof, together with the costs, damages, and expenses incurred in consequence of the said seizure; and referred it to the Registrar, to ascertain the amount thereof, and report the same to the Commission.

(Signed) WM. TASKER SMITH, *Acting Registrar*.

Her Majesty's Commissioners to the Earl of Malmesbury.—(Received March 29.)

My Lord,

Cape Town, February 5, 1859.

WITH reference to our despatch of the 24th January, reporting the restoration of the Portuguese launch "*Fatte Mabruque*," we have now the honour to lay before your Lordship our report of the second part of the case of that vessel, with copies of the claim, and the Registrar's Report thereon; and of the Decree pronounced this day, by which the captor was adjudged to pay to the claimant the sum of 2,568\$020, together with costs of suit, amounting to the sum of 37l. 7s. 4d.

In transmitting these papers to your Lordship, we beg to report that, in former cases of vessels restored by Decree of this Mixed Commission, the damages have been estimated in sterling money of Great Britain, owing, probably, to the Registrar's having taken the proceedings of the Mixed Courts at Sierra Leone as a guide; but that the attention of the Commissioners having been drawn to the fact that, by the Treaty of July 1842 (Annex B, Article VII), it is stipulated that the amount of indemnification shall be calculated in the money of the country to which the vessel belongs, and liquidated at the exchange current at the time of the award, they directed the Acting Registrar to adhere to this rule in the present and in any future cases.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure 1 in No. 60.

Report of the second part of the case of the Portuguese Launch "Fatte Mabruque" (alias "Emalada").

ON the 23rd of December, 1858, the Commissioners decreed that this vessel, her cargo, and stores, belonged as claimed, and that their value should be restored to the claimant, together with costs, damages, and expenses, incurred in consequence of the seizure, and referred it to the Registrar to ascertain the amount thereof.

On the 31st of December, a detailed claim was brought in and sworn to, by which the amount of loss set forth was 6,816\$870.

On the 13th January, 1859, the Registrar brought in his Report, by which the amount claimed was reduced to the sum of 1,698\$940.

By direction of the Commissioners this Report was amended in respect to the value of the vessel, which was increased from 675\$000 to 1,212\$750: in respect to ship's stores, increased from 7\$300 to 10\$000: in respect to value of cargo, which was diminished from 170\$170 to 154\$700, being the amount shown by the ship's papers.

In respect to the value of clothes and other property belonging to the master and crew lost when the vessel was wrecked, the Registrar's Report was confirmed; but on this item a difference of opinion arose between the Commissioners. The Portuguese Commissioner was of opinion that three sailors who had deserted from the vessel at Mozambique should be allowed to claim for their clothes and property, as it was by the fault of the captor that they had had an opportunity of making their escape. The British Commissioner considered that by voluntarily deserting the vessel these men lost all right to appear, or to be represented as claimants before the Court. Recourse was, therefore, had to arbitration, and the lot falling upon the Portuguese Arbitrator, that gentleman took the opinions of the two Commissioners into consideration.

On the 17th of January, however, when the Commission met to receive his decision, the Portuguese Commissioner stated that he no longer disagreed with his British colleague; and the Registrar's Report, disallowing the claim made on behalf of the three seaman, Fara, Fome, and Cacagy, was confirmed.

On the 14th of January, the claim for money and personal property belonging to others of the crew who were before the Court was allowed, and the Registrar's Report awarding 224\$000 was confirmed, this item not being disputed by the captors.

On the 17th the Report was also ordered to be confirmed in respect to disallowing a claim for 2,810\$000 for loss of use of the vessel and freight, which might have been earned between the time of her detention (16th August, 1858) to the probable date of the return of the claimants to Mozambique, fixed at the 1st of March, 1859, or sixty-seven days after sentence, which was pronounced on the 23rd December. This claim had been strongly insisted on by the Portuguese Commissioner, and, on the dissent of the British Commissioner, was referred to the Portuguese arbitrator, but was ultimately disposed of by unanimous agreement of the three Judges to confirm the Registrar's Report, disallowing the item.

In respect to wages, the Registrar's Report was ordered to be amended for the captain from 66\$000 to 105\$000, the sum claimed; and for expenses of maintenance for two months from the date of sentence, 50\$000; for Munumbie, from 44\$000 to 70\$000, with 40\$000 for subsistence; for Uacate, from 20\$000 to 35\$000, with 20\$000 for subsistence; and the same amounts for Braça and Jaduca, the other two seamen before the Court; the item for Fara, who ran at Mozambique, being disallowed.

The Registrar's Report was also amended in respect to passage-money to Mozambique, for the captain and his four men, from 198\$000 to 250\$000, that being the amount actually charged for the service.

And the claimant's costs of suit were taxed at 232\$870, with 8\$700 for the costs of the award—in all, 241\$570.

The result of these amendments reduced the amount originally claimed, viz., 6,816\$870 to 2,568\$020.

On the 28th of January, copies of the amended Report were handed to the parties in the suit. On the 4th of

February some observations were presented by the captor, who objected to the valuation of the vessel, as greater than she was entitled to; but on this point the Commissioners were satisfied with the correctness of their decision. The captor also objected to the dollar being valued at 4*s.* 6*d.*; but it was pointed out to him that by the Treaty, Article VII, Annex B, the amount of indemnification had been calculated in the money of the country to which the vessel belonged, and would be liquidated at the exchange current at the time of the award. And on the 5th of February the Court pronounced the formal decree, by which the captor was ordered to pay to the claimant the sum of 2,568*8*020, together with the costs of suit, amounting to the sum of £37 7*s.* 4*d.*

Cape Town, February 5, 1859.

(Signed)

GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure 2 in No. 60.

Award.

*Court of Mixed British and Portuguese Commission, Cape Town,
February 5, 1859.*

Before George Frere, Esq., and the Chevalier Duprat.

Present :

F. R. Surtees, Esq.

W. Tasker Smith, Esq., Acting Registrar.

THE amended Report of the Acting Registrar, in this case, having been brought up and read:—

The Court now confirms the same; that is to say, so much therein as the Acting Registrar stated his opinion that the claimant was entitled to for the ship, her tackle, equipment, and stores, 1,222 milreis 750 reis; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for all freights due and payable, 25 milreis; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for value of the cargo and merchandize, 154 milreis 700 reis; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for the value of cash, valuables, and clothing, 244 milreis; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for wages and subsistence, 490 milreis; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for his Proctor's taxed bill of costs, 53*l.* 13*s.*, or 241 milreis 570 reis; so much therein as the Acting Registrar stated his opinion that the claimant was entitled to, for passage back to Mozambique, rendered necessary by the vessel having been lost, 250 milreis; making together the sum of 2,568 milreis 20 reis.

The Court, therefore, doth award and decree, that the said Rodolphus Bryce Oldfield, Esquire, commander of Her Britannic Majesty's ship "Lyra," the captor in this case, do pay to the said claimant, Amade, or his lawful attorney or attorneys, for his use absolutely, the sum of 2,568 milreis and 20 reis: and further doth award and decree, that the said Rodolphus Bryce Oldfield, Esquire, commander of Her Britannic Majesty's ship "Lyra," do pay the costs in this suit, amounting to the sum of 37*l.* 7*s.* 4*d.* sterling.

(Signed) WM. TASKER SMITH, *Acting Registrar.*

I certify the above to be a true extract from the records of the Mixed British and Portuguese Commission, in faith and testimony whereof I sign these presents, and affix thereto the seal of the said Mixed Commission.

(L.S.)

(Signed)

WM. TASKER SMITH, *Acting Registrar.*

Cape Town, February 19, 1859.

I hereby certify that I have this day received from Captain Oldfield a cheque for 37*l.* 7*s.* 4*d.*, being the amount of costs in the above suit.

(Signed)

WM. TASKER SMITH, *Acting Registrar.*

Cape Town, February 19, 1859.

Inclosure 3 in No. 60.

Report.

To the trusty and well-beloved the Commissioners named in the Mixed Commission established at the Cape of Good Hope.

Whereas by your Decree of the 23rd of December last, you pronounced the said ship, cargo, and stores to have belonged as claimed, and decreed that the value of the same should be restored to the claimant, for the use of the owner and proprietor thereof, with costs, damages, and expenses, and referred the consideration of such costs, damages, and expenses to your Registrar; and on the 31st day of December following, you referred an account, brought in on behalf of the claimants, of the costs, damages, and expenses, to report thereon: and whereas such Report was made on the 13th of January, 1859, and on the same day, the 14th, and the 17th, directed to be amended, in accordance with the decision of Her Britannic Majesty's Commissioner, His Most Faithful Majesty's Commissioner, and His Most Faithful Majesty's Arbitrator, elected by lot;

Now I do most humbly report that, having taken the same, together with what was urged by the parties and their agents, on both sides, into consideration, I am of opinion that the claimant is entitled, under the said Decree of the 23rd of December last, to the several sums mentioned in the Schedule hereunto annexed, amounting to the sum of 2,568*8*020.

All which is humbly submitted by

(Signed)

WM. TASKER SMITH, *Acting Registrar.*

Cape Town, January 20, 1859.

SCHEDULE of Amount awarded.

	Amount claimed.	Amount allowed by Registrar.	Amended Amounts.
	Milreis.	Milreis.	Milreis.
<i>Item No. 1.</i>			
Claimed for costs of suit allowed, as taxed by the Registrar; by decision of the Mixed Commission, January 13, 1859 (plus 88700 supplementary account), or, in English money 53 <i>l.</i> 13 <i>s.</i>	232870	232870	232870
<i>Item No. 2.</i>			
Claimed for the value of the ship, her tackle, equipment, and stores, viz. :-- For the value of the ship, tackle, apparel, and furniture	2,250 000		
As in the case of the " <i>Flor de Moçambique</i> ," the loss of this vessel " <i>Fatte Mabruque</i> " entails some difficulty in minutely assessing her value, but the following particulars, gathered from the ship's papers, and the evidence, have assisted in facilitating the matter. The vessel was registered in 1855, by the captor's measurement. She was 77 $\frac{1}{2}$ tons English. In the evidence of the captor, December 10, she is described as having a small poop and forecastle (the space between being housed-in with matting), and a ledge inside, all round the waist; and Amade, the master, deposes, that the boat was open; the fore part decked; the middle open, and no bulwarks; and afterwards stated, that she had coir cables and rigging, and cotton sails; bottom covered with chunam, but that copper bolts were used. Upon consulting with the Marshal, and referring him to the description, tonnage, and age of the vessel, he was of opinion that 675 milreis would be a fair compensation for the vessel, her tackle, apparel, and furniture, seeing that she had no boat, that this class of open vessels is very primitively constructed, and provided with few or no ship's stores, and much inferior to such a dhow as the " <i>Flor de Moçambique</i> " (though the master's claim is for a sum not far inferior). I may here mention, that I have the opinion of a gentleman who lately visited the whole of the East Coast, that the hulls of these open dhows are frequently sewn together, without a bolt or nail in their construction. In the opinion of the Marshal, as to the value of the vessel, Captain Oldfield coincides, although he was not, and is not now, I believe, aware of the sum fixed by Mr. Tinley. The captor's valuation made before me, having reference to this claim, 2,250 milreis for vessel, &c., is as follows: "The vessel might be replaced for 150 <i>l.</i> , being old, both in hull and rigging, broken back, and would not be considered seaworthy in the English Channel, though in the Mozambique she might have coasted for the next ten years." The sails were old, except the jib; no stores were observed, except 20 to 30 yards of cotton canvas (new). Taking this coincidence into consideration, and, also, that the master has, in my opinion, claimed very exaggerated prices for the articles on board as cargo, as will appear hereafter, and, consequently, is most likely to have claimed a corresponding price for his lost vessel, I am of opinion that 675 milreis, as recommended by the Marshal, is an ample sum for the boat, her tackle, apparel, and furniture		675 000	
Ordered, by decision of the Mixed Commission, January 13, 1859, to be amended to 3 <i>l.</i> 10 <i>s.</i> or 158750 per ton, English measurement, the Commissioners referring to the case of the " <i>Flor de Moçambique</i> ," and finding that the value of that vessel was settled at 5 <i>l.</i> 10 <i>s.</i> per ton, English measurement; and that, in the opinion of the Marshal, a deduction of 2 <i>l.</i> per ton in respect to undecked vessels, would be a fair difference, agreed to adopt the above values, <i>i. e.</i> , for decked vessels, 5 <i>l.</i> 10 <i>s.</i> , for undecked ditto, 3 <i>l.</i> 10 <i>s.</i> per ton, for vessels up to 120 tons, increasing in the rate as the Schedule of Demurrage, settled by Article VII, Annex B, to the Treaty, as a guide for the Mixed Commission in estimating the value of vessels in all cases in which the Court has no opportunity of ascertaining the same by survey. In obedience to the above decision, I allow 3 <i>l.</i> 10 <i>s.</i> per ton, or 158750, for 77 tons, say Taking the pound sterling at 48500, that being the present legal price current at Mozambique, as per "Boletim da Provincia de Moçambique," August 7, last Claimed for ship's stores, viz. :-- a. 3 bags rice (allowed)	3 000	3 000	1,212 750 3 000

Schedule of Amount awarded—*continued.*

	Amount claimed.	Amount allowed by Registrar.	Amended Amounts.
	Milreis.	Milreis.	Milreis.
<i>b.</i> 1 bag flour	25 000		
800 reis was the price current at Mozambique, in August last, as per "Boletim do Governo-General da Provincia de Mozambique." I can therefore only allow	..	800	
Ordered, by decision of the 13th January, to be amended to the sum claimed, the bag containing 2 or 3 panjas. I therefore award ..	3 000	..	2 000
<i>c.</i> 1 bag sweet potatoes	3 000		
I have no quotation in the "Boletim," therefore I allow this ..	..	3 000	3 000
<i>d.</i> 1 bag maize	2 000		
500 reis was the price current at Mozambique in August last, per panja, I therefore allow	..	500	
Ordered, by decision of 13th January, to be amended to the sum claimed, the bag containing 2 or 3 panjas, I therefore award ..	..	..	2 000
All these stores were sworn to in the master's evidence of December 7, 1858, and the captor did not raise any objections to me as to the prices allowed in my first report.			
<i>Item No. 3.</i>			
Claimed for loss of freight on cargo	25 000		
The master has sworn that Kalamadas told him he was to get 25 dollars for freight from one Abdol, at Madagascar, and that he was instructed to buy stores with the money. The master's claim also mentions these 25 dollars as due for freight. I would, however, submit, that Amadé having placed such high prices upon the goods on board as cargo, it is not improbable that the freight may also have been increased in the claim beyond what he really is entitled to; but as the master has sworn to this claim, and as there is no rebutting evidence, I beg to refer this item to the Commissioners, whether it shall be allowed to stand, or a modified sum granted.			
Ordered, the sum claimed to be allowed, by decision of January 13, 1859. I therefore award	..	..	25 000
<i>Item No. 4.</i>			
Claimed for cargo on board at time of capture, viz. :—			
<i>a.</i> 1 bale American cotton	100 000		
This bale of cotton appears on the manifest as containing 25 pieces of unbleached cotton ("Algodoa cru"), and is there valued at 58\$800. I was informed by the claimant's proctor, when I pointed out to him the great discrepancy between the price claimed and that on the manifest, that the assumed value was calculated by the Portuguese Consul as the probable value of the goods at Madagascar. This valuation does not seem to me reasonable, and I submit that 10 per cent. additional on the value at Mozambique, will be just and fair, especially as the Treaty provides that all charges and expenses payable upon the "sale of such cargo, including commission of sale, be deducted from the value of the cargo of merchandise."—Article VII, Annex B. I therefore allow	..	64 680	
Ordered, by decision of the Commission, to be amended to the value set forth in the ship's papers. I therefore allow ..	246 000	..	58 600
<i>b.</i> Claimed for 2 cases of goods	246 000		
These two cases contained, one, empty bottles; the other, paper, hats, hardware, &c.; they are valued in the manifest at 95\$900. For the same reasons as those I have adduced with regard to the last item, I submit that 10 per cent. additional on the value at Mozambique is ample, say	..	105 490	
Ordered, by decision of the Commission, January 13, to be amended to the value set forth in the ship's papers. I therefore allow ..	7 000	..	95 900
<i>c.</i> Claimed for 1 bag of dates	7 000		
I do not see any mention of this on the manifest; I cannot, therefore allow it.			
<i>Item No. 5.</i>			
Claimed for value of clothes and valuables on board, viz. :—			
Claimed for the value of clothes and boxes on board at the time the vessel was wrecked, belonging to seven sailors, viz. :—			
<i>a.</i> Fara	40 000		
The master's explanation of this claim is, that Fara was about to			

CLASS A.

Schedule of Amount awarded—*continued.*

	Amount claimed.	Amount allowed by Registrar.	Amended Amounts.
	Milreis.	Milreis.	Milreis.
be married upon his return to Sofala, and had bought some clothes at Mozambique for his intended wife. The clothes were in his box.			
b. Fome	40 000		
The master has sworn that this is a just and reasonable claim, and that Fome had a dagger and clothes in his box.			
c. Cacargy	15 000		
In like manner, the master has sworn that this is a just and reasonable claim, and that Cacargy had some carpenters' tools and clothes in his box.			
These three men left the captor's vessel at Mozambique. The captor states that two went on shore for a few hours, with his permission, and were dressed like well-to-do Arabs; the third man, who ran away at Mozambique, was not well dressed, like the others. These men, having taken upon themselves the step of remaining behind at Mozambique, have thus deprived themselves of the right to make any claims. I therefore disallow these items.			
d. Uacate	10 000		
This claim being sworn, and Uacate having valued his clothes and box at the amount preferred, I allow this claim		10 000	10 000
e. Munumbe	30 000		
Munumbe's own statement is, that he had in his box some linen (claimed elsewhere), a chain value 8\$000, clothes, and bedding. I allow this		30 000	30 000
f. Braça	9 000		
g. Jaduca	10 000		
Braça was ill, and unable to attend when the other people were examined as to their clothes and boxes. His claim is sworn to by the master, and Jaduca considered his box and clothes of the value demanded. I therefore allow these items, viz. :—			
Braça	..	9 000	9 000
Jaduca	..	10 000	10 000
Upon all these items claimed for clothes, &c., the captor states that, "as no opportunity could be given to the claimants to save their clothes" before they were lost in their vessel, "an award must, of course, be made."			
h. Claimed, for a chest containing the clothes of Amade	50 000		
I have been furnished with the statement of the master as to the clothes in his box, and the value he attaches to them. There were 2 turbans, 10\$000; 1 silk ditto, 10\$000; 4 linen coats, 10\$000; 2 caps, 5\$000; 2 pair of shoes, 5\$000; 1 waistcoat, 6\$000; the box itself, 5\$000.			
The captor states that the captain's chest might have contained clothes equal in value to 50\$000, but there was no search, and he therefore can say nothing as to its contents.			
I think that the claimant's list is correct. His manner in giving his statement was straightforward and open; and, at the same time, 11\$ worth of clothes does not seem an extravagant outfit for the master of a coaster. I allow this: say		50 000	50 000
i. Claimed, for a silver-handled scimeter	30 000		
This so-called scimeter is a dagger, or creese, of shape peculiar to Zanzibar. These is one in the Museum exactly similar to the rough drawing made by Kalan, the interpreter; but I could not learn from the Curator what value to attach to this item. I have no means of ascertaining whether the master has claimed too much for this weapon; and as he has sworn to his claim, and there is no evidence to gainsay Amade's statement, I allow this		30 000	30 000
j. claimed for 50 Spanish dollars, the property of Amade	50 000		
Amade declares that his box contained, amongst other articles, 50\$000, the produce of his savings; and the captor does not dispute the award of this item, for he states that "the dollars might have been on board; and I don't think you can well refuse to award them." I therefore allow this claim		50 000	50 000
k. Claimed, for 25 Spanish dollars, delivered by one Salie, at Mozambique, to be taken to Madagascar	25 000		
The master has declared that these dollars were given him by one Salie, at Mozambique to hand over to Abdola, at Madagascar. Amade's statement was made so unhesitatingly, that I could see no reason to doubt his truth, as the question was put suddenly, without referring to any quantity of money, or names of people. The question was: "Had you other money?" The answer was: "Yes; 25 dollars given me by Salie, for Abdola, at Madagascar."			
On the part of the captors, it has been urged that no award should			

Schedule of Amount awarded—*continued*.

	Amount claimed.	Amount allowed by Registrar.	Amended Amounts.
	Milreis.	Milreis.	Milreis.
be made without a document be produced showing that such sum was embarked on board, and that it would not be allowed in any English Court. I beg, however, to observe, that the receipt or document, if any be in existence, would naturally be in the hands of Salie, who entrusted the money to Amade, and that Amade would only have had a document referring to this sum after he had paid it to Abdola. It seems to me that the captor's objection is not valid, and I therefore allow this claim			
l. Claimed for 50 lbs. weight of beads, the property of Munumbe	25 000	25 000	25 000
Munumbe has deposed to having 6 maunds of beads on board (there was some little difficulty in the interpretation here); that he bought the lot for 20 dollars; that they were in his box; that their value at Madagascar would probably be 3\$000.			
The captor states that 50 lbs. weight would be, most likely, the quantity in Munumbe's box, as the said boxes were opened in his, Captain Oldfield's, presence, to see what papers were in them, and no large quantity struck his eye. As this tallies with the weight mentioned in the claim, I am of opinion that Munumbe should be allowed the 25\$000 claimed.. .. .		25 000	25 000
m. Claimed, for one piece of linen, the property of Munumbe	5 000		
Munumbe's statement is distinct as to the fact of his having some linen in his box; and as no reasons have been brought before me by the captor why this should not be allowed, I award this item		5 000	5 000
<i>Item No. 6.</i>			
Claimed for damages sustained by the loss of the use of the vessel, and the freight which might have been earned by her from the date of her capture, viz., August 16, 1858, up to the probable date of the return of the claimants to Mozambique, and of the notification of the judgment of the Court to the owner of the vessel—say March 1, 1859: 194 days, at 15\$000 per day	2,810 000		
I beg to submit to the Commissioners that this claim cannot, by any possibility, be sustained. The Treaty is most precise in its stipulations, in Article VII of Annex B, that, "in cases of total loss, the claimant or claimants shall be indemnified—			
"a. For the ship, her tackle, equipment, and stores;			
"b. For all freights due and payable;			
"c. For the value of the cargo of merchandize, if any, deducting all charges and expenses payable upon the sale of such cargo, including commission of sale;			
"d. For all other regular charges in cases of total loss."			
This claim for ship's earnings, taken in conjunction with the items following it in the master's claim for wages for himself and crew for a period of seven months, form demurrage, and demurrage is entirely omitted in the provisions made for cases of total loss. I must, therefore, disallow this item.			
<i>Item No. 7.</i>			
a. Claims for wages of Amade, from August 10, 1858, to March, 10, 1859, —say 7 months, at 15\$000 a-month	105 000		
The regular charge, in cases of total loss, is, that wages cease on the day of the wreck, except when the crew are employed saving cargo, &c. In the present instance, as the ship was not lost in consequence of the act of the claimants, and as the crew have been pronounced innocent, it seems to me that it would be hard if, by their detention, they, living from hand to mouth, should forfeit wages which they would otherwise have been earning.			
The captor observes, should the loss of the vessel preclude the claimant from receiving demurrage, which it seems clear, from Article VII, Annex B to the Treaty, he cannot, I think that he, together with his crew, should receive wages up to the time of their release, as I cannot consider the Treaty ever contemplated the infliction of injury on any innocent person. I am prepared to allow wages up to the day of sentence; but, such wages being allowed, I cannot recommend the claims for expenses in Cape Town. Amade having sworn that he received 15\$000 per month, in cash wages, as master, I have calculated at that rate from August 10 to December 23 last, or 4 months and 13 days I allow		66 000	

Schedule of Amount awarded—*continued.*

	Amount claimed.	Amount allowed by Registrar.	Amended Amounts.
	Milreis.	Milreis.	Milreis.
Ordered, by decision of the Commission, January 17, to be amended to the sum claimed, for 7 months' wages, or	..	..	105 000
b. Claimed for expenses of maintenance in Cape Town, from time of arrival till date of departure—say 3 months, at 25\$000 a-month ..	75 000		
For the reason given at the close of my remarks upon the claim for Amade's wages, I cannot allow this.			
Ordered, by decision of the Commission, January 17, to be amended as follows :—			
Subsistence to be allowed from the date of sentence, December 23, to February 23, two months	..	..	50 000
<i>Item No. 8.</i>			
a. Claimed for Munumbe, for wages, during a like period, at the rate of 10\$000 per month	70 000		
I allow for 4 months and 13 days, say	..	44 100	
Ordered, by decision of January 17, to be amended to the amount claimed	..	..	70 000
b. Claimed for expenses in Cape Town	60 000		
Disallowed, as by reason above given.			
Ordered, by decision of January 17, to be amended to 2 months' subsistence, at 20\$000	..	..	40 000
<i>Item No. 9.</i>			
a. Claimed for Fara, for wages, for a like period, at the rate of 6\$000 per month	42 000		
I disallow this: Fara ran away at Mozambique, and has no doubt all this time been earning his ordinary wages; this claim cannot be sustained.			
<i>Item No. 10.</i>			
a. Claimed for Uacate, for wages, during a like period, at 5\$000 per month	35 000		
Amade deposed, that Uacate, Braça, and Jaduca, all had 5\$000 a-month wages. I allow Uacate 4 months and 13 days, at this rate, say	..	20 500	
Ordered, by decision of the 17th January, to be amended to the sum claimed, viz.	..	..	35 000
b. Claimed for expenses in Cape Town	30 000		
Disallowed.			
Ordered, by the decision of the 17th January, to be amended to 2 months' subsistence, at 10\$000	..	..	20 000
<i>Item No. 11.</i>			
a. Claimed for Braça, for wages, during a like period, at 5\$000 per month	35 000		
Allowed for 4 months and 13 days	..	20 500	
Ordered, by decision of January 17, to be amended to the sum claimed	..	..	35 000
b. Claimed for expenses in Cape Town	30 000		
Disallowed.			
Ordered, by decision of January 17, to be amended to 2 months' subsistence, at 10\$000	..	..	20 000
<i>Item No. 12.</i>			
a. Claimed for Jaduca, for wages, during a like period, at 5\$000 per month	35 000		
Jaduca, in his first evidence, stated he got 5 crusados a-month; before the Registrar he stated 5 dollars, and as there was some difficulty in the double interpretation of the first evidence, and as Amade has deposed to these three people getting 5\$000 per month each, I allow this, like the rest, say	..	20 500	
Ordered, by decision of January 17, to be amended to the sum claimed	..	..	35 000

Schedule of Amount awarded—*continued*.

	Amount claimed.	Amount allowed by Registrar.	Amended Amount.
	Milreis.	Milreis.	Milreis.
b. Claimed for expenses in Cape Town	30 000		
Disallowed.			
Ordered to be amended to 2 months' subsistence, at 10,000,			
say	..	..	20 000
<i>Item No. 13.</i>			
Claimed for passage-money to Mozambique, for Amade and four others, at 50,000 each	250 000		
In the case of the " <i>Flor de Moçambique</i> ," the Commissioners allowed 45,000 for each person sent by the "Zanzibar;" there were then the captain, mate, and cook. In this case there are the master, serang, and three others. I think the same rate of passage-money should be allowed for the captain and serang, and 36,000 for each of the others, say	..	198 000	
Ordered, by decision of January 17, to be amended to the sum claimed, say	..	..	250 000
Total	6,816 870	1,698 940	2,559 320
To be added, supplementary expenses of claimant's proctor ..	..	..	8 700
Total amount allowed	..	..	2,568 020

ABSTRACT of the foregoing Schedule.

	Milreis.
Allowed:—	
For the value of the vessel, her tackle, equipment and stores. (Item No. 2) ..	1,222,750
For all freights due and payable. (Item No. 3) . ..	25 000
For the value of the cargo and merchandise. (Item No. 4) ..	154 700
For the value of cash, valuables, and clothing. (Item No. 5) ..	244 000
For wages and subsistence. (Items Nos. 7, 8, 10, 11, 12) ..	430 000
For claimant's proctor's taxed bill of costs (Item No. 1) 50 <i>l.</i> 13 <i>s.</i> , or ..	241 570
For passage for claimant and crew back to Mozambique. (Item No. 13) ..	250 000
Total	2,568 020

LOANDA.

No. 61.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received April 22.)

My Lord,

Loanda, January 1, 1858.

I HAVE the honour to report to your Lordship that there has been no case adjudicated before the British and Portuguese Court of Mixed Commission in this city during the last six months.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 62.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received April 22.)

My Lord,

Loanda, January 1, 1858.

IN pursuance of the General Instructions, I have the honour to inclose herewith, for your Lordship's information, a Return of the slaves emancipated and registered by the Mixed Commission Court at this place to the end of the year 1857.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 62.

REGISTER OF SLAVES, natives of Africa, liberated by the British and Portuguese Mixed Commission established in this City of St. Paul de Loanda.

Vessel in which captured.	Number of Male Slaves.	Date of Liberation.	Number of Slaves liberated.	Observations.	In the enjoyment of complete liberty.	Dead.	Absconded.
Portuguese boat without name	4	Sentence, March 29, 1845	4	Enlisted in the Portuguese navy.			
Portuguese launch "Fortuna"	20	Sentence, March 27, 1848	20	2 enlisted in the Provincial land forces, and 4 in charge of the Colonial Government, and placed in the Establishment of Public Works and at the Arsenal	10	3	1

Slaves liberated in 1845	..	..	..	..	..	..	..	4
Ditto in 1848	..	..	..	..	..	..	..	20

Total number of Slaves liberated up to 31st of December, 1857	..	24
---	----	----

Liberated Slaves deceased in 1851, of natural death	..	..	..	2
Ditto ditto of violent death	..	..	..	1
Ditto absconded	..	..	..	1
Ditto in the enjoyment of full liberty	..	..	..	10
Ditto in the Portuguese navy	..	..	..	4
Ditto in the land forces	..	..	..	2
Ditto existing on the 31st December, 1857	..	..	..	4

In the absence of the Curator,

(Signed)

MANOEL ALVES DE CASTRO FRANCINA, *Assistante*.

St. Paul de Loanda, December 31, 1857.

No. 63.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received April 22.)

My Lord,

Loanda, January 20, 1858

I HAVE the satisfaction of reporting to your Lordship that Commander Burgess, of Her Majesty's steamer "Hecate," who has recently assumed the command of this division of the station, captured at Loango, on the 7th ultimo, a schooner of about 180 tons, called the "Niagara."

2. This vessel left Havana on the 12th August last, having on board at the time all the requisite equipment for a cargo of slaves, and having touched at the Island of Annobon, proceeded from thence to Snake's Head.

Finding, however, that she could only obtain 350 slaves at that place, she ran for Loango, and was about to embark a cargo of 600, when captured by the "Hecate."

3. On the approach of Her Majesty's steamer, the "Niagara" displayed an American ensign, but when visited by Commander Burgess, it was found that she had no register on board, being merely furnished with a certificate from the American Consul in the Havana, setting forth that she had been sold at that place, and authorizing her to proceed from thence to a fresh port of registry.

4. M. Protêt, the French Commodore, who was lying at Loango, in His Imperial Majesty's frigate "Jeanne d'Arc," visited the "Niagara" soon after Commander Burgess had left her, and, subsequently, the American master repaired on board the "Hecate," and delivered the vessel up as Spanish property, declaring that the papers were fraudulent, and that she had come to the coast for the purpose of receiving slaves.

5. Upon this Commander Burgess took possession of the vessel, and sent her to Sierra Leone for adjudication.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 64.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received April 22.)

My Lord,

Loanda, January 25, 1858.

I HAVE the honour to inclose herewith the joint Report, which, by Article XI of Annex B to the Treaty of the 3rd July, 1842, the British and Portuguese Commissioners are required to transmit annually to each Government.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 64.

Report of the Mixed Commission for 1857.

REPORT for the year 1857, which the British and Portuguese Mixed Commission established at St. Paul de Loanda, in virtue of the Treaty of the 3rd July, 1842, concluded between Great Britain and Portugal for the suppression of the Traffic in Slaves, is to transmit to each of the respective Governments, in conformity with Article XI of Annex B to the said Treaty.

1.—Cases submitted for Adjudication.

No case of capture on account of Slave Traffic has been brought before this Mixed Commission during the year 1857.

2.—Condition of the Liberated Negroes.

Of the 24 negroes emancipated by this Commission, only 4 remain at present under the charge of this Colonial Government; 4 having enlisted in the Portuguese navy, 2 in the land forces of this province, 3 died, 1 absconded, and 10 having learnt various mechanical trades, and become entitled to their full emancipation from the expiration of their period of service, received from the Board of Superintendence certificates of their complete and entire freedom.

3.—General Information respecting the Liberated Negroes.

1. Of the 4 liberated negroes under the charge of this Colonial Government, 2 will be entitled to their full liberty on the 27th March of the present year.

2. It is known to this Commission that 1 of the above negroes having been guilty of wounding another

African employed in the Department of Public Works, and of repeated insubordination and misconduct, was, in pursuance of a resolution come to by the Board of Superintendence, sent to the fortress of San Pedro as a punishment for a period of two months, and that on the expiration of that time he returned to the Department of Public Works, where he is again employed in learning his trade.

Hall of Sessions of the Mixed British and Portuguese Commission,

Loanda, January 25, 1858.

(Signed)

EDMD. GABRIEL,
Acting British Commissioner.

JOSE JULIO RODRIGUES,
Commissario Portuguez.

No. 65.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received May 10.)

My Lord,

Loanda, January 29, 1858.

I HAVE the honour to report to your Lordship that Dr. Saturnino de Souza e Oliveira, who has recently been appointed to the office of Brazilian Consul-General in this Province, *vice* Gama, deceased, arrived here a few days since from Rio Janeiro, but not having yet received his exequatur from the Portuguese Government, he has not, up to the present moment, been admitted by the local authorities to the exercise of his official functions.

2. Senhor Oliveira has assured me that he is, from a strong conviction of its evils, a decided enemy to the Slave Trade, and that he holds instructions from his Government to keep a strict watch over the proceedings of any parties suspected of being concerned in that Traffic, and to communicate freely with Her Majesty's authorities in this province in all matters relating to its suppression.

In reply, I assured him that he might rely upon my cordial co-operation and assistance in any endeavours he may make to counteract and defeat the operations of the slave-traders on this part of the coast.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 66.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received May 10.)

My Lord,

Loanda, February 2, 1858.

I HAVE had the honour to receive your Lordship's despatch of the 25th of November, 1857, inclosing, for my information, copies of a correspondence which your Lordship has had with Mr. Paget, Her Majesty's Chargé d'Affaires at Lisbon, relative to the appointment of the Portuguese members of the Mixed Court at this place.

2. By this correspondence I learn that His Most Faithful Majesty has been pleased to appoint Senhor José Julio Rodrigues, Judge of the Court of *Relação* here, to be Commissioner in the Mixed Commission; but that the appointment of Arbitrator has not yet been filled up.

3. The Decree of the King of Portugal, nominating Senhor Rodrigues to the office of Commissioner, was recently published in the official "Gazette" of this province, and as I consider it to be a virtual recognition of the principle contended for by Her Majesty's Government, that the Portuguese Law of the 30th December, 1852, cannot authorize the appointments of Portuguese officers to act under the Treaty of the 3rd of July, 1842, *ex officio*, and merely by virtue of their holding some other office, without their having also been expressly named by the Crown of Portugal, as required by the Treaty, I have thought it advisable, officially, to request my colleague to renew the oath of office prescribed by Annex B to the Treaty, and to meet me in session for the purpose of recording the same on the Minutes of the Court.

4. I hope, therefore, by an early opportunity, to have the honour of reporting to your Lordship the installation of Senhor José Julio Rodrigues in the office to which he has now been appointed by His Most Faithful Majesty.

5. I would respectfully solicit your Lordship's instructions regarding the necessity for the Secretary of the *Relação* holding a separate and formal appointment to act as Secretary of the Mixed Court, a matter which seems to have been

overlooked by the Portuguese Government, although the provisions of the first Article of Annex B to the Treaty would appear, in my humble opinion, to render it hardly secondary in importance to the nomination of the Commissioner and Arbitrator.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 67.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

(Extract.

Loanda, February 25, 1858.

AT the commencement of the year, I proceed to lay before your Lordship my report of the actual state of the Slave Trade on this part of the coast, with such information on the subject as has come under my notice; and in doing so, it is with great regret that I feel myself compelled to admit that this Traffic appears to have received a considerable impulse during the last twelve months.

The total number of vessels captured or destroyed for being engaged in the Slave Trade on the coast south of the Equator, during the year 1857, is sixteen, of which thirteen were captured or destroyed by the British, two by the Portuguese, and one by the American squadron.

The whole of these vessels were engaged in the Cuban Slave Trade. Four of them had slaves on board at the time of detention, all of which had been shipped in the vicinity of the River Congo. The rest were all cases of equipment, and seized under the Act 2 & 3 Vict., cap. 73.

It is with sincere satisfaction that I am enabled to report, from the information which I have collected within the range of my immediate inquiries, that no attempt has been made to export slaves from this part of the coast to the Brazils since the very general notice for the year 1856, which I had the honour to address to your Lordship on the 11th of February last.

For the impulse which this inhuman Traffic has recently received, several reasons may be assigned, amongst which I consider the three following to be the principal:—1st, the enormous profits attending this Trade; 2nd, the inefficiency of the measures adopted by the local authorities in Cuba to fulfil the Treaties which have been entered into by Spain for its suppression, and the perfect impunity, indeed, with which the slave-dealers flagrantly violate the Treaty in that island; and, 3rd, the great facility and security afforded the slave-dealers by carrying on their operations under the disguise of the American flag, whereby this Trade is still kept alive in places from which it would otherwise have been shut out, and has even revived in situations where it had been previously almost wholly extinguished.

On the first and second of these heads, your Lordship will doubtless receive the fullest information from Her Majesty's authorities in Cuba; but of the enormous profits which this Trade at present affords, I cannot give your Lordship a better idea than by stating that a negro which might be worth, in the Havana, from 400 to 500 dollars, can now be bought on this coast for 15 or 20.

If the Traffic in Slaves, which appears from all evidence to be covertly sanctioned by the Spanish authorities in Cuba, is to be effectually and permanently stopped, it must be done, if not, my Lord, by so stern and decided a demonstration as that of a blockade of the island, at least by having recourse to the measures suggested in the despatch addressed to your Lordship by Her Majesty's Commissary Judge at the Havana, under date the 5th December, 1856. That it is in the power of the Captain-General of Cuba to prevent the scandalous violations of the Treaty which are now occurring, has already been proved, and such measures as those to which I have alluded would, it is to be hoped, produce effectual guarantees for the fulfilment of the obligations contracted by Spain.

Scarcely has a month passed since the date of my last report, in which I have not received distressing information of the prevalence of the Slave Trade under the flag of America; but it is proper for me to add, that although American agents bind themselves to these illegal and dishonourable transactions, the flag of that nation is only colourably assumed to cover, not *bonâ fide* American property, but the property of lawless Spanish and Portuguese slave-dealers. Several cases have occurred during the past year, which show that the mere hoisting of a flag ought

CLASS A.

R

not to satisfy an officer of the character of a vessel: that it affords, in fact, but a very slight presumption of the real national character of an adventurer. No vessel which arrives on this coast wearing the American flag, and fitted to receive slaves, will risk being visited and searched by a cruizer of that nation; they prefer renouncing their claim to the protection of the flag of any nation, and delivering themselves up to a British vessel of war: hence, it is evident that the presence of an American squadron on this coast cannot fail to prove of the highest benefit in the suppression of the Slave Trade.

The whole of the vessels which have been reported to me as having escaped from this part of the coast, in the time that has intervened since the date of my last report, have been either American or well protected by an American mask. The last shipment effected was by the brigantine "*Telegraph*," under those colours, which carried off 600 slaves from the River Congo in December last, with whom she proceeded to Cuba.

The parties who were apprehended for being concerned in the shipment of slaves which took place on board the brig "*P. Solé*," at Lucira, in December 1855, have arrived at this place to await the result of the appeal to the Court of Relação, against the sentence of acquittal pronounced in their case by the Acting Judge at Benguella, as reported in my despatch of the 30th May last. They are now in confinement here, and I shall not fail to report to your Lordship the result of the proceedings had before the Superior Court in this important case, so soon as it may become known to me.

The crew of the barque "*Splendid*," alias "*Velha Annita*," captured by the Portuguese schooner of war "*Cabo Verde*," are likewise in confinement, but in consequence of the business of the Courts at this place being considerably in arrears, they have not yet been judged, even in the First Instance.

It was with much regret I recently learned from his Excellency the Governor-General, that the notorious slave-dealer, José Pedro da Cunha, who was apprehended and ordered to be prosecuted at Benguella, for being implicated, not only in the criminal transaction of the "*P. Solé*," but also in the attempt to ship slaves on board the "*Splendid*," has succeeded in effecting his escape at Benguella. It appears that on the representation of the Colonial Surgeon of that place, he was removed from the prison to the hospital, for medical treatment, and from this latter establishment he found but little difficulty in making his escape, although a sentry was placed, by order of the Governor of Benguella, over the prisoners' ward in which he had been placed.

Of the proceedings of the agents who, under the authority of the French Government, have been employed on this part of the coast in purchasing slaves, to be afterwards exported as emigrants to the French West Indian Colonies, I have received no further account than that of the sailing of the steamer "*Stella*," and barque "*Clara*," from Loango with upwards of 1,000 Africans on board, destined for Guadaloupe. I presume that your Lordship will have received, through the Admiralty, full reports of the proceedings of the French Agents by earlier opportunities than I can possess.

I have been informed, however, that M. Dumas, the agent in the River Congo for the house of Regis, Brothers, of Marseilles, has at this moment about 120 slaves ready for shipment, which he purchased at 27 dollars each, and that in the course of the ensuing month a vessel is expected to embark them for the French West Indian Colonies.

Although the intention of embarking these Africans in the River Congo appears to have been abandoned by the French agents, it is, nevertheless, an undoubted fact that a very large proportion of them are purchased at Punta de Lenha, in that river, and drawn from the interior of the Congo country. The agent of Regis, Brothers, has established a factory on a large scale at Loango, whither the slaves are sent from Punta de Lenha in small coasting craft, or launches, or sometimes overland, as may best suit the purposes of the shippers.

Whilst this system of purchasing slaves is countenanced and sanctioned by the French Government, the natives of Africa will not believe that the Slave Trade is or ever can be suppressed, and they will eagerly seek the opportunity to sell their fellow men. It is a pursuit by which they easily obtain their necessities and all that is essential to their subsistence; and, so long as it is open to them, they will never exert themselves in cultivating the natural products of their country, which requires manual labour. In short, my Lord, the civilization of Africa is a measure which affords but little hope of ultimate success so long as the prejudices

of the natives are fostered and their wants supplied by the French and Spanish agents employed in purchasing slaves.

The legitimate commerce of the River Congo has suffered severely by the speculations of the slave-dealers there during the past year, and by the great demand for slaves which has recently arisen in consequence of the competition between the French agents and the Cuban slave-dealers. Owing to the unfortunate infatuation of the African in favour of the Slave Trade, it is evident that so long as that trade is continued in places where the British merchant resorts for legitimate commerce he will always be "cut up" by the slaver.

Although this noble river abounds in all the elements of a valuable commerce, the trade in palm-oil is as yet the only means of honest and useful employment which the natives possess, and it is, therefore, of the utmost consequence that every possible encouragement should be given to that trade, which, from all accounts, appears to be susceptible of immense development; but the pertinacity with which the slave-dealers adhere to their nefarious pursuits in that locality, and the recent increased demand for slaves to be exported to the French West Indian Colonies under the name of free labourers, menaces it with destruction. It is not only the fact that, in order to meet these demands, extensive kidnapping excursions have been undertaken, and that the Chiefs of different tribes in the interior who were formerly engaged in obtaining oil for sale to the British and American factories established at Punta de Lenha, have been tempted to make war on each other that they might obtain captives to sell to the French and Portuguese or Spanish traders; but nearer the coast the whole of the fruit of the palm-tree has been collected by them and sold to the slave-dealers as food for the subsistence of the slaves whilst waiting the arrival of the vessels to receive them.

The following brief extract of a letter which I recently received from the agent of a Liverpool house in the River Congo confirms fully the reports which have reached me from other parties who possess the best means of information on this matter:—"It is annoying to see canoes laden with palm-nuts passing down the river every day. The Portuguese and French traders purchase these nuts as food for their slaves, and give the natives every encouragement in collecting them for sale instead of extracting the oil from them. I have been told by several of the natives that their Chiefs, instigated by the slave-dealers, have forbidden their making oil so long as this demand for the fruit exists: the consequence is, that the trade has suffered severely; and, although there were upwards of 800 tons of oil shipped in 1856, I do not believe that there have been 50 tons purchased during the last year."

I beg respectfully to impress on your Lordship my firm conviction that it will be impossible entirely to prevent the Trade in human flesh and human misery from being carried on in that den of incorrigible slave-dealers unless some much stronger mode of repression is adopted than at present existing, and I trust I shall not be thought to presume too far in submitting to your consideration the expediency of taking decisive and energetic measures to root out and destroy the slaving establishments in the River Congo, and all parts of the coast adjacent.

It is gratifying to observe that the legitimate trade of Loanda has augmented within the last few years nearly in the same ratio as the Traffic in human beings has been suppressed; and I have every reason to believe that the local authorities here are becoming every day more convinced that the faithful execution of the engagements contracted by Portugal for the abolition of the Slave Trade, cannot fail to produce the most favourable effects on the commerce and civilization of her African possessions.

Although I would by no means wish to lead your Lordship to suppose that the spirit of Slave Trade speculation is extinct in this Province—for I believe that there are many persons here who only wait any cessation, or even abatement, of those vigorous efforts which have been made by Her Majesty's Government to put it down, or any relaxation of the laws of Brazil against it, to relapse into their former vicious pursuits—yet it is but right for me to add that others, who were a few years since well known slave-dealers, evince a growing disposition to renounce a Traffic the pursuit of which becomes daily more and more precarious.

The principal articles, and their value, exported at Loanda in 1857, were as follows:—

Articles.	Quantities.				Value.		
		£	s.	d.	£	s.	d.
Ivory	889 cwt. at	38	0	0 per cwt.	29,337	0	0
Bees'-wax . . .	13,785 cwt. at	6	10	0 per cwt.	89,602	10	0
Gum copal .. .	908,906 lbs. at	0	5	0 per lb.	18,935	10	0
Orchella	1,039 tons at	50	0	0 per ton.	51,950	0	0
Coffee	1,500 cwt. at	2	8	0 per cwt.	3,600	0	0
Palm oil	514 tuns at	40	0	0 per tun.	20,560	0	0
Ground-nut oil .. .	171 tuns at	60	0	0 per tun.	10,260	0	0
Fish oil	196 tuns at	35	0	0 per tun.	6,860	0	0
Hides	3,020 cwt. at	2	15	0 per cwt.	8,305	0	0
Palm-kernels .. .	37 tons at	6	0	0 per ton.	222	0	0
Cotton	10,267 lbs. at	0	0	3½ per lb.	149	14	6
					239,781	14	6

The duties of import paid during the past year amount to 23,590*l.*, which indicate the value of the merchandise imported to have been 293,384*l.*, so that the imports exceed the exports by the sum of 53,603*l.*

The foregoing Table has been drawn up from information derived from authentic sources, and as I am enabled to assure your Lordship that it is within my own experience, when the proportion of the Slave Trade to the other trade of this Province was fully nine-tenths of the whole, when this port alone annually exported from 15,000 to 18,000 slaves, chiefly to the Brazils, and the only lawful produce shipped here was a small quantity of ivory and bees'-wax, you will, I am sure, acknowledge that it affords a pleasing and conclusive proof of the success which has attended the measures adopted by Great Britain for the suppression of the Slave Trade.

Amongst the exports of the past year was a small quantity of cotton, which although amounting only to four or five tons, is worthy of particular notice, as it has now, for the first time, been made an article of trade in this Province.

The various evils which were produced and fostered by the Slave Trade yet operate, however, as a serious obstacle to the advancement of civilization in this country, and its partial continuance still exercises a baneful influence on the honest industry and commerce of the Province.

The capture of the barque "*Velha Annita*" by the Portuguese schooner of war "*Cabo Verde*," has induced the slave-dealers to observe a degree of secrecy, before unknown, in conducting their execrable speculations; and although reports have occasionally obtained circulation here of the prevalence of the Slave Trade on the coast south of this city, they have not reached me in a sufficiently distinct manner for me to act upon them.

I am not, therefore, enabled to express an opinion as to whether the Slave Trade at present prevails on that part of the coast; but I firmly believe that the local facilities which it affords the slave-dealers for carrying on their nefarious pursuits will readily be taken advantage of, should they find it necessary to change the scene of their operations.

I have already had the honour of bringing to your Lordship's knowledge the arrival on this coast of the American ships of war "*Cumberland*" and "*Dale*." Commodore Conover, commanding the United States' squadron, did not, I regret to say, make any stay in this quarter, but, leaving the "*Dale*" to cruize off the Congo, he returned almost immediately to the Cape de Verde Islands. Commander Mc Blair, of that vessel, in the course of his first cruise, detained an American barque, charged with violating the American laws prohibiting the Slave Trade, and sent her to the United States for adjudication; and I have much pleasure in adding that he has been ordered to remain for some time on this coast for the special purpose of putting down, when practicable, all similar abuses of the American flag. I learn,

moreover, that two other sloops of war have been ordered, with the same object in view, to the coast of Africa.

The want, however, of any depôt of provisions nearer than the Cape Verde Islands, will, I am informed by the Commanders of the American cruizers, materially impede their operations against the Slave Trade on this part of the coast. They no sooner arrive here than they are obliged to repair immediately to the Cape Verde Islands for provisions, and thus nearly the whole, or, at least, a very considerable portion of their time is occupied in voyages to and from those islands.

Of the French squadron employed on the African coast I have nothing to report beyond the arrival of His Imperial Majesty's steamer "Grondeur," bearing the broad pendant of Commodore Protêt, who visited this part of the coast in September last, for the special purpose, as I believe, of supervising the carrying out of the contract entered into with Regis Brothers for supplying labourers to the French West Indian Colonies.

No. 68.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

My Lord,

Loanda, March 10, 1858.

I HAVE the honour to acquaint your Lordship that, by a vessel which arrived at this place from the Cape Verde Islands on the 5th instant, I received from Her Majesty's Consul there a despatch dated 6th January last, containing a description of two Spanish vessels, one a schooner, the other a felucca, which were bound from those islands to the coast of Africa under circumstances calculated to create a strong suspicion that they are about to be engaged in the Slave Trade.

2. I lost no time in communicating the intelligence contained in the above-mentioned despatch to the senior officer of Her Majesty's naval forces on this part of the coast, and I also brought the matter under the notice of the Governor-General, requesting him to have the proceedings of these vessels closely watched should they appear on any part of the coast within his jurisdiction.

3. His Excellency has assured me, in reply, that he has issued orders for the strictest vigilance to be observed by the authorities of this province in respect to the vessels referred to by Mr. Miller.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 69.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

My Lord,

Loanda, March 25, 1858.

I REGRET to have to report to your Lordship that a progressive laxity has lately been observable in regard to the transfer of slaves coastwise within this province.

In the space of rather more than a month, three vessels have entered or cleared out here, each having on board from 8 to 10 slaves, some of whom have been described as accompanying the passengers therein named; and others, sometimes as many as 5, loosely entered as "belonging to the captains, boat-swains, seamen, and apprentices."

2. On the 12th ultimo, the American barque "Goldfinch," arrived here from Benguella, with 8 slaves on board, amongst whom 2 are reported as belonging to the master of that vessel.

3. I, therefore, felt it my duty to lose no time in bringing this matter under the consideration of the Governor-General; and I have now the honour to transmit copies of a correspondence which I have had with his Excellency on this subject.

4. Your Lordship will perceive that this correspondence embraces four distinct points:—

First. The right of the captains, officers, and seamen, of ships proceeding from one point to another of this province, to be accompanied by slaves under Article V of the Treaty of 3rd July, 1842.

Second. The conveyance of slaves by sea, within those limits, in vessels not subject to the operation of that Treaty.

Third. The limitation as to the number of shares to be conveyed on board the same vessel in each voyage. And,

Fourth. The right of American citizens to be accompanied by slaves in the same manner as Portuguese subjects.

5. With regard to the first of these heads, his Excellency, although declining to discontinue the practice of allowing the crews of ships to embark slaves under Article V of the Treaty, concurs with me, nevertheless, that the decision as to its legality belongs to the two Governments.

6. Respecting the conveyance of slaves in ships which are neither British nor Portuguese, the Governor-General maintains that it is in no way opposed to the letter or spirit of the Treaty of 1842; but I respectfully submit, my Lord, that the Contracting Parties to that Treaty must have intended to limit such shipments to vessels liable to be visited and searched under the provisions thereof.

7. In the Report of the Colonial Board at Lisbon, a copy of which was inclosed to me in your Lordship's despatch of the 22nd October, 1857, it was recommended that, amongst other specified precautions to be observed with a view of preventing any abuses in the removal of slaves by sea from one part of this continent to another within the same colony, such slaves should only be allowed to embark in Portuguese ships; and that the conveyance of more than 5 in each voyage should not be permitted. On conferring with Senhor Amaral some time since respecting that Report, his Excellency fully concurred with me in the expediency of the restrictions therein proposed, but he now defends the system of allowing slaves to be removed in foreign vessels, and intimates to me that he has received instructions from the Portuguese Government not to allow the shipment of more than 10 in each voyage.

8. With reference to the Governor-General's arguments as to the right of American citizens to be accompanied by slaves under the provisions of Article V of the Treaty, I will only observe that that right has been conceded by him equally to the subjects of nations which have not entered into a Convention with Portugal, similar to that upon which his opinion in this matter is founded; for it is not long since a Brazilian subject left this place for St. Thomas, accompanied by 10 slaves. I would moreover, upon this point respectfully beg to direct your Lordship's attention to that passage in his Excellency's despatch of the 5th instant, in which he says that the right to remove slaves, within due limits, cannot be denied to the individuals composing the crews of vessels, if Portuguese subjects ("sendo elles cidadãos Portuguezes").

9. It only remains for me to refer to Senhor Amaral's observations respecting the circular issued by him to the different littoral authorities on the 20th April, 1857, which his Excellency considers to be in strict harmony with Article V of the Treaty. A copy of that circular I had the honour of submitting to your Lordship in my despatch of the 26th of April last. It omits to prescribe that the slaves accompanying their masters must be *bond fide* household servants. There is, in point of fact, nothing contained in it to prevent slaves, within the specified numbers, from being embarked as objects of commerce; and I have too much reason to fear, my Lord, that the latitude allowed by that circular is not unfrequently taken advantage of for purposes diametrically opposed to the true intent of Article V of the Treaty.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 69.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Most Excellent Sir,

Loanda, February 24, 1858.

THE publication in the "Official Boletim" No. 603 of the Portaria of the Minister of Marine and Colonies dated the 17th of February, 1857, conveying the orders of His Most Faithful Majesty the King of Portugal that Article V of the Treaty of the 3rd July, 1842, should be rigidly enforced in regard to the removal of slaves by sea from one point to another within the limits of this province, added to my own experience of the good faith which your Excellency has evinced in carrying into execution the Treaty engagements of the Portuguese Crown, gave me the full assurance that there would have been no necessity for the revival of any discussion on that subject. It is not, therefore, without much regret that I now feel myself called upon to direct your Excellency's attention to the following cases which have recently occurred, of the conveyance of slaves coastwise within this province, in one, if not all, of which the Article in question has been infringed.

1. The Portuguese brig "Fortuna," J. F. Ramalho, master, sailed from this port on the 4th ultimo, with

8 slaves on board, of whom 5 are said to have belonged to different passengers, 2 to the captain, and 1 to an apprentice.

2. The Portuguese barque "Benjamin," T. A. Tarração, master, sailed hence for the southern ports on the 31st ultimo, with 10 slaves on board, of whom 5 are reported to have belonged to passengers, and 5 to the captain, boatswain, and a seaman.

3. The American barque "Goldfinch," C. A. Lord, master, arrived in this port from Benguela on the 19th instant, with 8 slaves on board, of whom 6 are represented as belonging to the passengers, and 2 to the captain.

Article V of the Treaty of the 3rd July, 1842, refers specifically to the right of Portuguese subjects to be accompanied by slaves who are *bond fide* household servants. Such right, however, is nowhere prescribed as belonging to the subjects of any other State, and, moreover, although it is not expressly stipulated in the above-mentioned Treaty, that the transport of such household servants shall be permitted only in vessels entitled to wear the flag of one of the High Contracting Parties, it is, nevertheless, obviously to be inferred, from the wording of Section 6 of the Article already referred to, that those slaves can only be conveyed in vessels subject to the operation of that Treaty, that is to say, in British or Portuguese vessels.

When, some months ago, I had the honour of conferring with your Excellency on the important matter now in question, and, at the same time, of submitting to your perusal the Report of the "Conselho Ultramarino" thereon, a copy of which was inclosed in a note from the Marquis de Loulé to Her Majesty's Minister at Lisbon, dated 4th September, 1856, I was much gratified on receiving from you an assurance that you entirely coincided in the expediency of the measures proposed in the said Report: first, that the conveyance of slaves between different points in the Portuguese transmarine possessions should be prohibited in foreign vessels; and, secondly, that the number should be limited to 5 in each voyage.

I shall excuse myself from the task of discussing in this despatch, whether the officers, seamen, and apprentices of merchant-ships can be considered as entitled to be accompanied by the household servants described in Article V of the Treaty, inasmuch as that is a point which can only be decided by the Governments who framed that Treaty. Being perfectly aware, moreover, that the said Treaty places no restriction on the number of domestic slaves which a vessel may carry in each voyage, I shall abstain also from touching upon that matter, beyond adding the expression of my deep regret that the very prudent suggestion of the "Conselho Ultramarino" respecting it, not having passed into law, cannot, I presume, be enforced.

But, Sir, it appears by the last of the cases above-mentioned, viz., that of the barque "Goldfinch," that a citizen of the United States has been allowed to embark slaves in a Portuguese port under the American flag, and against this proceeding, which I humbly conceive to be in direct opposition to the letter and spirit of the Treaty of the 3rd July, I now, by an imperious sense of duty, feel myself bound to protest.

Acknowledging the zeal which your Excellency has exhibited in furtherance of the beneficent views of our respective Governments regarding the Slave Trade and slavery in this province, I am induced to recommend this subject, in the most earnest manner, to your consideration, and, in doing so, I look forward with confidence to whatever measures your judgment may enable you to put in force with a view of preventing a recurrence of these infractions of the Treaty, opposed, as they are, to the interests of humanity and to those of the province.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 2 in No. 69.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Illustrious Sir,

Palace of the Government of Loanda, March 5, 1858.

I HAVE the honour to acknowledge the receipt of your despatch of the 24th of last month, in which you are pleased to demand the full execution of the Portaria of the Minister of Marine and Colonies, of 7th February, 1857, published in the "Official Boletim" of this province, No. 603 of that year, inasmuch as certain cases have occurred, referred to in your said letter, in which you are of opinion that the due observance thereof has been neglected.

I must, in the first place, ask your indulgence for my delay in replying to your letter, which has arisen from my desire to have a faithful translation thereof, and my not having been able to obtain it until now, in consequence of the absence of the person whom I usually intrust with this service.

The Portaria of the Minister of Marine and Colonies above mentioned, orders that the transport of slaves between the different points of this province, shall be made in conformity with the letter of Article V of the Treaty of the 3rd July, 1842, between Great Britain and Portugal.

In order that the provisions of the said Article of the Treaty might become well known, I caused the circular of the 20th April, 1857, to be published in the supplement to the said "Boletim," No. 603, containing the exact substance of the said provisions, and instructed the competent authorities punctually to carry them into execution.

I must believe that you found the transcript to which I refer in conformity with the Treaty, inasmuch as you did not deem it necessary to make to me, at the time, any observations thereon.

I proceed, therefore, in view of that circular, as well as of the Vth Article of the Treaty, and of other enactments of the law, to consider whether there have, as you think, been any infractions thereof in the cases to which you have referred.

1. The brig "Fortuna" conveyed from Loanda to the southern ports 8 slaves, of whom 2 belonged to Gil T. dos Santos, junior, employé of the Custom-house at Mossamedes; 2 to Antonio da Cunha Mello Cardozo, merchant; 1 to Francisco Thomaz dos Santos, merchant; 1 to I. Francisco Ramalho, captain of the ship; and 1 to the apprentice thereof, Jacintho Rodrigues Cardoso. All this appears from the Port Register in the "Boletim," No. 641. It appears, therefore, that there were no more than 10 slaves, in accordance with Article 3 of the Circular of the 20th April, which corresponds with the orders I have received from the Government of His Majesty in this respect; that no person took more than 2 slaves, in conformity with Article 1 of the said Circular; that all these slaves were described in passports, as required by Article 4; that they were at large, and clothed according to their condition, as prescribed in Article 5 of the above mentioned Circular.

You excuse yourself from giving any opinion as to whether the crew of a ship possesses the right prescribed

in Section 6 of Article V of the Treaty. I beg permission to observe to you that the only matter now under consideration is the application of the rules laid down in that Article, respecting the transport of slaves between one point and another in the province. The restriction as to the "definitive removal of residence" of the owners of slaves, which is indispensable in the case of a voyage beyond the limits of the province, does not appear admissible in these cases; and it is not easy to conceive, therefore, how that right can be denied to the individuals composing the crew within due limits, if Portuguese subjects. I have no hesitation, however, in agreeing with you that the decision on this point belongs to our Governments, but I cannot discontinue the practice which has always been followed in this respect, and which appears to me a just one until that decision causes me to modify it.

Regarding the number of slaves to be conveyed in the same ship, you acknowledge that the Treaty places no limit thereon. The Government of His Majesty, however, always desirous of preventing any abuses respecting the Slave Trade, has determined that the number shall never exceed 10, as I have already stated.

2. The case of the barque "Benjamin" is similar to that of the before-mentioned vessel, with the only difference of her having taken 10 slaves, of whom 6 belonged to three passengers, viz., Francisco Antonio Meirelles, 1; Antonio Joaquim Botelho, 2; Donna Eugenia da Costa, 2; Donna Isabel Pires da Costa, 1; 2 belonging to the captain, Thomaz Antonio Tarraço; and 2 to the boatswain, Bernardo José Ferreira.

The statement contained in the Port Register of the "Boletim" No. 645 attributes, erroneously, a slave, the property of Francis Antonio Meirelles, to a seaman.

As I can do no more than repeat here all that I have said regarding the brig "Fortuna," showing that these slaves have been removed in conformity with the orders and resolutions in force, I shall abstain from doing so. I will only observe that it cannot cause any surprise that the officers of these ships should have slaves, inasmuch as many are in the habit of purchasing them for their service principally as palanquin bearers, during the long detention of the ships on this coast, and carrying them about between the different points at which they touch. In general, they sell these slaves again before leaving the coast, in order to obtain others on their next voyage, the whole of which is perfectly licit.

3. The American barque "Goldfinch" arrived from Benguella with 8 slaves, of whom 6 belonged to three Portuguese passengers, and 2 to the captain of the ship, C. A. Lord, citizen of the United States.

It is upon this case that you dwell with the greatest stress. First, that the conveyance of slaves, even belonging to Portuguese subjects, should have been permitted in a foreign vessel; and, secondly, that a foreign subject, such as the captain of the barque, should have been allowed also to bring 2 slaves. You ground your observations on the opinion that Article V of the Treaty between Portugal and Great Britain only recognizes the right of Portuguese subjects to the last-mentioned concession, whilst with regard to the first, although you confess that the Treaty does not expressly stipulate that the conveyance of slaves belonging to Portuguese masters shall necessarily take place, in ships of any specified nationality, you nevertheless think that it must obviously be inferred from the letter of the 6th section of Article V, that such conveyance is only lawful in British or Portuguese ships.

I fully coincide in opinion with you that the right referred to, as respects foreigners, cannot grow out of the stipulations of the Treaty of 3rd July, 1842, which is binding only on Portugal and Great Britain; but I do not agree with you that we can prevent a subject of any other nation, whether from acquiring slaves in this province, or from freely disposing of them, so long as the same is not contrary to the laws of the country. The law allows Portuguese subjects to remove their slaves under certain restrictions.

A Treaty with the United States provides for the reciprocal concession to the subjects of the Contracting Parties of all advantages enjoyed by the natives of the country. I do not see, therefore, how the right to possess, dispose of, and remove, slaves, which is enjoyed by Portuguese subjects in this province, can be denied to American citizens.

With respect to the flag under which slaves may be conveyed, as you declare that there is nothing positive in this respect in the Treaty, it only remains for me to confess that I cannot draw any inference whatever from the 6th section of Article V, which appears to you so clear. From that I conclude only that the detention for a contravention of the stipulations of the Treaty, can only take place in ships of the nations of the High Contracting Parties. This could not be otherwise, inasmuch as such compacts are binding only on those who are parties to them.

The letter and spirit of the Treaty of 3rd July, 1842, shows equally that the highly beneficent and humane views of the two Governments were to put an end to the odious practice of tearing away the Africans from their native country, to consign them to a life of hard slavery, preceded by all the torments which released many of them from that misfortune, perhaps to their advantage.

On the part of the Portuguese Government a special interest has been taken in the civilization of these its dominions, which was entirely impossible during the continuance of that barbarous traffic.

The consummation of this meritorious undertaking would be, without doubt, the total extinction of slavery in this province. That all the efforts of the Government of His Most Faithful Majesty are directed to this end, no one can deny; but so long as that cannot be accomplished (and there are serious obstacles in the way, as every one properly informed must acknowledge), it is neither convenient, nor would it be just, to raise difficulties as to the disposal of property in slaves, other, of course, than those which are necessary for carrying out the object of the Treaty, that is, to prevent their removal out of the country.

You have been pleased to do me the justice to attribute to me sincere intentions in this respect. Highly appreciating your good opinion, I am very sorry that I cannot add to it by acceding to your present demands, of the justice of which I am not convinced.

I must, however, assure you that I will bring this correspondence to the knowledge of His Majesty's Government by the earliest opportunity, in order that I may receive such instructions as it may be pleased to give me on the matter.

God preserve, &c.

(Signed) JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 3 in No. 69.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Sir,

Loanda, March 9, 1858.

I HAVE had the honour of receiving your Excellency's despatch of the 5th instant, in reply to mine of the 24th ultimo.

As your Excellency's observations regarding the cases of the "Fortuna" and "Benjamin" appear to be based on the supposition that I consider the circular addressed by you to the Governors of the different littoral districts under date the 20th April, 1857, as an exact transcript of the provisions of Article V of the Treaty of the 3rd July, 1842, it is incumbent upon me to assure your Excellency that I by no means view the said circular in that light. On the contrary, I am of opinion that it deviates in many essential points from the plain and literal meaning of the Article referred to.

It is not my purpose, however, nor is it necessary on the present occasion, to enter into any discussion on that subject, but I would take the liberty of stating that the observations which I had the honour of addressing to your Excellency on the cases above referred to, as well as upon that of the American barque "Goldfinch," were not founded on the wording of that circular, but on the Portaria of the Minister of Marine and Colonies, conveying the orders of His Most Faithful Majesty the King of Portugal that Article V of the Treaty should be literally carried into execution with regard to the removal of slaves between different points in all his transmarine possessions.

I regret that your Excellency does not coincide in opinion with me respecting the case of the American barque "Goldfinch." I am fully aware that there exists by Treaty a reciprocal liberty of commerce and navigation between the territories of Portugal and the United States, and that the subjects of those States enjoy mutual liberty of residence in all parts of the said territories, and the same protection as the natives of the country; but I must also beg to be allowed to observe that this reciprocal concession was granted on the condition, as expressly stipulated in the Treaty between those countries of 26th August, 1840, that their respective citizens and subjects should submit to the laws and ordinances prevailing in all parts of the said territories, and particularly to the regulations in force concerning commerce.

If, therefore, the laws of Portugal—and I maintain that the obligation of a Treaty is the supreme law of the land—specifically limits a certain right to Portuguese subjects, American citizens cannot, in my humble opinion, claim the enjoyment of that right in virtue of the Treaty to which your Excellency refers.

With respect to the nationality of ships on board of which these slaves may be found, I have only to remark that their embarkation on board American vessels appears so far inconsistent with the letter of the Treaty, that neither British nor Portuguese cruisers can, in such cases, enforce the observance of the Regulations specified in Article V, nor even were those Regulations violated on board such vessels would the said cruisers be authorized to carry into execution the 6th Section of the Article referred to, by seizing them and bringing them before a Mixed Commission for adjudication.

Your Excellency, therefore, will permit me to repeat, that it appears perfectly apparent to my mind, that the intention of the High Contracting Parties in framing the 6th Section of Article V, could have been no other than that of limiting the transport of slaves who may be *bond fide* household servants to vessels liable to be visited under the provisions of the Treaty. Without this restriction it is evident that the humane object of the two Governments might, in many instances, be entirely defeated. I cannot abstain from adding the expression of my regret that your Excellency does not concur with me upon this important point. Having, however, in the discharge of the duties which are at present imposed upon me, done myself the honour to call your serious attention to this subject without having had the satisfaction of convincing you of the justice of my views, I shall not now trouble you by any further remarks thereon. It is sufficient to add that I will lose no time in transmitting copies of the letters which have passed between us on this subject to the Government of Her Majesty the Queen, who will, I feel assured, from the perfect reliance which I have on the desire of His Most Faithful Majesty's Government to co-operate effectually in all matters relating to the execution of the Treaty for the suppression of the Slave Trade, have no difficulty in coming to an understanding with it on the several points to which this correspondence refers.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 4 in No. 69.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Illustrious Sir,

Palace of the Government at Loanda, March 17, 1858.

I HAD the honour to receive your despatch on the 9th instant, in reply to mine of the 5th, in which I endeavoured to explain to you that the orders of the Government of His Majesty respecting the transport of slaves by sea between one point and another of this province had not been imperfectly executed, as pointed out by you in your first despatch of the 24th of last month.

I have not been fortunate enough to convince you upon this point.

You say that the circular of the 20th April, 1857, which I caused to be addressed to the littoral authorities, instructing them to observe the Portaria of the Minister of Marine and Colonies of the 17th February of that year, does not contain an exact copy of the provisions of Article V of the Treaty of the 3rd July, 1842.

Permit me to observe that I did not say that that circular contained an exact copy of the said Article, but only a *résumé* or summary ("summa ou trausumpto"), and, as it appeared to me, a faithful one, of the provisions of the said Article, that being, in my opinion, all that was indispensable for the information of the said authorities.

I am yet of the same opinion, but if you would have the goodness to point out wherein that *résumé* differs from Article V of the Treaty, I will hasten, as I ought, to correct it.

You state that in your despatch of the 24th of last month you did not refer to that circular, but to the Portaria of the Minister of Marine and Colonies of the 17th February, 1857.

I also, in the reply which I had the honour to address to you, referred as well to the said Portaria as to the Treaty itself and the Circular. I did so because I considered all those documents as corresponding one with the other, and differing only in the mode of expression according to the nature of each of them.

It appears that the point of real importance is to examine how far that Circular is in conformity with the Treaty and Portaria as I have already observed.

You assert that a subject of the United States cannot enjoy the right of removing with slaves from one point to another of this province under the same conditions as this is allowed to a Portuguese subject, and you ground this opinion on the principle that this right is restricted to Portuguese subjects by the Treaty of the 3rd July, 1842.

I am sorry that I cannot acquiesce either in the principle or in the conclusion.

CLASS A.

Article V of the Treaty mentions only Portuguese subjects, for the obvious reason that it is a compact between Portugal and Great Britain, in which it would not have been proper to define new rights to other Powers, nor to restrict those which they already enjoyed.

In Article III of the Decree of the 10th December, 1836, it is expressly laid down that foreign settlers have the right of importing and exporting slaves in the same manner as Portuguese subjects.

In Article I of the Treaty of the 8th May, 1841, between Portugal and the United States, it is stipulated that the subjects of the two nations shall have liberty to enter and reside in the territories of each party, in order to attend to their affairs, and that they shall enjoy to that effect the same security and protection as the natives of the country subject to the laws there prevailing. And Article XII concedes to them the power to dispose of their personal goods in the same manner as Portuguese subjects.

The Treaty between Portugal and Great Britain, which was concluded afterwards (in 1842), cannot alter that international right. That which is laid down in the 1st paragraph of Article V of the Treaty, which was not comprehended in the Decree of the 10th December, 1836, viz., that a Portuguese subject (whether settler or not) may be accompanied by 2 slaves in voyages by sea therein specified, applies also to the subjects of the United States in consequence of Article I of the Treaty of the 8th May, 1841, it being lawful for them to acquire slaves, and freely to dispose of them in accordance with Article XII.

And although the Portaria of the Minister of Marine and Colonies of the 17th February, 1857, placed the transport of slaves between one point and another of the coast of this province on the same footing as their transport across the sea, which alone was contemplated by the Treaty of the 3rd July, 1842, it appears to me that the right conceded by the 1st paragraph of Article V of the Treaty belongs as well to Portuguese as to American subjects.

With respect to the removal of slaves in other than Portuguese ships, you argue that it is contrary to the Treaty with Great Britain, because, as such ships cannot be visited by the cruisers of the two nations, it would be impossible to enforce on board of them the observance of the regulations specified in the 6th paragraph of Article V of the said Treaty.

I cannot consider that this argument is well-established. If it is an evil that the ships of the United States are not liable to be searched by the cruisers, this evil can never arise in the removal of the slaves alluded to, nor can the exemption from such visit interfere with the enforcement of the regulations to which you refer.

Those slaves can only be embarked under the inspection of the local authorities, and with passports granted by them. If there should appear to be any of the grounds for suspecting the ship pointed out in the 6th paragraph, not only would the permission to embark the slaves be refused, but the ship herself would be detained by the said authorities. If it should be said that such ships can clear out from any port, *en règle*, and afterwards, in the course of her voyage, contravene the Treaty, to this I will reply that the hypothesis is a possible one, whether they clear out with or without slaves; the inconvenience arising from their not being liable to be searched under the Treaty being the same in both cases.

You are, moreover, aware that the removal of slaves along the coast is only permitted under a bond that they shall be presented at the point to which they are to proceed, and I can assure you that the certificates of such presentations have always been rigorously enforced.

I cannot, therefore, convince myself that the restriction of the transport of slaves to Portuguese ships is, as it appears to you, a condition so essential to the carrying out of the humane views of our respective Governments in the repression of the odious Traffic in Slaves.

That which yet facilitates this reprov'd Trade, is the want of authorities at all points on the coast suitable for them.

The almost absolute cessation of such speculations from Ambriz to the South shows, that if the coast to the North so far as the Portuguese dominion extends, had also been occupied, the same would likewise have been the case there.

If this humane result has not been obtained, no blame can certainly be attached to the Government of His Majesty, which has fully endeavoured to apply the means.

The obstructions laid upon the removal of slaves in the Province, without in any degree contributing to put an end to this condition of man, repugnant to natural right and the philosophy of the age, can only prejudice the interests of the country.

For this reason, for the considerations, moreover, which I have now set before you, in regard to the legislation, both Portuguese and international, upon this point, and in consequence of the practice which has heretofore prevailed, of doing that which you consider as opposed to the Treaty of 3rd July, 1842, I cannot take upon myself to alter this practice without receiving the orders of His Majesty's Government, and I shall use the same efforts to obtain its decision in the matter as you inform me that you will employ in addressing your Government.

God preserve, &c.

(Signed)

JOSE RODRIGUES COELHO DO AMARAL.

Inclosure 5 in No. 69.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Sir,

Loanda, March 22, 1858.

I HAVE had the honour to receive your Excellency's despatch of the 17th instant, containing a further exposition of your views respecting the right of American citizens to be accompanied by slaves, in voyages between the different points of this Province, under Article V of the Treaty of 3rd July, 1842, and stating the grounds upon which you consider that slaves may, without any infringement of the said Treaty, be conveyed in ships sailing under the flag of the United States, as well as in Portuguese vessels.

Desirous to avoid occupying your Excellency's time any further with a matter which can only be settled by the Governments which we have respectively the honour to serve, I shall now limit myself to assuring you that a copy of the despatch above referred to shall be transmitted to Her Majesty's Government, with the rest of the correspondence which has passed between us on this subject.

Your Excellency, however, invites me to point out any discrepancy which I perceive between the circular of the 20th April, 1857, and Article V of the Treaty, informing me, at the same time that you issued the circular in question, not as an exact copy, but as a résumé only of the said Article, for the information of the respective littoral authorities in carrying into execution the Portaria of the Minister of Marine and Colonies of the 17th February, 1857.

Without entering into a close examination of the wording of that circular for the purpose of ascertaining how far it corresponds in its literal sense with Article V of the Treaty, it will be sufficient for me briefly to observe on the present occasion, that, wherever the word "escravos" is used in the latter, it is coupled invariably with "*bond fide de serviço de sua caza.*" These words could only have been adopted by the framers of the Treaty, with a view of restricting the right mentioned in the said Article to the removal of such slaves as might be required for domestic or household purposes.

No such limitation, however, is prescribed in the circular of the 20th April, and, under its provisions, slaves of all descriptions, within the specified number, may be transported for any other purpose whatever. It is by no means improbable that, by an abuse of this license, they are sometimes removed either for embarkation to a foreign country, or for sale to the slave-dealers. This, your Excellency will allow me to observe, appears to me in itself a very essential difference between Article V of the Treaty and the circular of the 20th April, 1857.

With reference to the observations which your Excellency has introduced into your despatch respecting the facilities which you think are afforded to the Slave Trade by the want of authorities at the different points suitable for them north of Ambriz, I have only to say that I must respectfully decline to engage in any discussion on matters involving a question as to the extent of the Portuguese dominion on this coast; but I would, at the same time, beg permission to assure your Excellency that, after twenty years' public service in this quarter of the globe, I am most intimately convinced that there is no means which can be employed for the suppression of the Slave Trade so effective as the encouragement of free commerce and unrestrained intercourse between Africa and Europe.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 70.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

My Lord,

Loanda, March 26, 1858.

I HAVE the honour to acquaint your Lordship that the boats of Her Majesty's steam-sloop "Conflict," Commander R. W. Courtenay, captured, on the 27th ultimo, in the River Congo, a schooner without colours or papers, but having the name "*Wintermoyeh*," of Flushing, painted on her stern.

2. This vessel, which had entered the river a few days previously, with the American flag flying, fitted out at the Havana, and took on board at that place her leaguers, slave-deck, and other equipment, besides a cargo of rum, all of which she had on board when captured by the "Conflict."

3. She was sent to Sierra Leone, to be adjudged in the Vice-Admiralty Court at that place.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 71.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

My Lord,

Loanda, March 28, 1858.

I HAVE much pleasure in reporting to your Lordship that Commander Courtenay, of Her Majesty's ship "Conflict" has captured a very fine barque, called the "*Almeida*," of New York, without colours or papers, and in a complete state of preparation for the immediate embarkation of a cargo of slaves, having her slave-deck laid, her water filled, and provisions on board.

2. The "*Almeida*" sailed from New York in January last, and proceeded to Santiago de Cuba, where she was sold, and received on board all her slave equipment. The person who was mate of her when sold, then became captain, and, receiving on board two Spanish passengers, she cleared out from that place for a voyage to the River Plate, her water being entered on her manifest as rum.

3. On leaving Santiago, she shaped her course direct to this coast, and, still wearing the American flag, arrived off the Congo only a few days before she was captured by the "Conflict." It was her intention to have entered that river; but learning from a Cabenda launch that a vessel of war was there, the two Spanish passengers landed in one of the ship's boats, taking with them, it is supposed, the money to purchase the slaves, and the barque waited outside for orders, until fallen in with and captured by the "Conflict," on the 12th ultimo.

4. Commander Courtenay dispatched her to Sierra Leone, to be adjudicated before the Vice-Admiralty Court there.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 72.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

My Lord,

Loanda, April 5, 1858.

I HAVE the honour to report that Her Majesty's steamer "Medusa," W. Bowden, Esq., Commander, recently captured in the neighbourhood of Loango a vessel named the "*Robert M. Charlton*," from the Havana, but without papers, and having on board, besides 30,000 dollars in specie, a cargo stated to be worth 5,000*l.*

2. The master and mate both acknowledged the vessel to be a slaver, and she was accordingly sent to Sierra Leone to be adjudicated in the Vice-Admiralty Court of that Colony.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 73.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

My Lord,

Loanda, April 8, 1858.

I HAVE had the honour to receive your Lordship's despatch of the 19th of December, 1857,* conveying your approval of the representations addressed by me to the Governor-General of this province on the subject of the proceedings of the Prize Court, in selling by auction entire the dongo, or native boat, captured with slaves on board, by the Portuguese brig "*Carvalho*," instead of having had the hull of that vessel completely broken up as required by the provisions of the Portuguese law.

2. I beg to offer to your Lordship my sincere thanks for this gratifying communication.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 74.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

My Lord,

Loanda, April 8, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 19th of December, 1857,† inclosing for my information the copy of a note which had been addressed by the Portuguese Minister for Foreign Affairs to Her Majesty's Chargé d'Affaires at Lisbon, announcing the appointment of Senhor Antonio Urbano Pereira de Castro to the post of Secretary to the Mixed Commission at this place.

2. That gentleman has for some time past been suffering under a severe illness, but as soon as the state of his health may permit of his entering on his duties, I shall propose to my Portuguese colleague that the oath of office be duly administered to him, in accordance with the 1st Article of Annex B of the Treaty.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 75.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received July 3.)

My Lord

Loanda, April 15, 1858.

I HAVE been gratified by the receipt of your Lordship's despatch of the 7th January last,‡ approving of the letter on matters connected with the Slave

* Class A, presented 1858, No. 118.

† Ibid., No. 119.

‡ Ibid., No. 129.

Trade, which I addressed to Commodore Conover, the Commander of the American squadron, on the 13th October, 1857, a copy of which was transmitted with my despatch of the 15th October last, and I beg to tender to your Lordship my warmest thanks for that communication.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 76.

The Earl of Malmesbury to Her Majesty's Acting Commissioner.

Sir, *Foreign Office, July 22, 1858.*
WITH reference to your despatch of the 10th of March, I have to acquaint you that I approve the steps which you took on receiving from Her Majesty's Consul in the Cape Verd Islands, a description of two Spanish vessels which were bound from those islands to the coast of Africa, under circumstances calculated to create a strong suspicion that they were about to be engaged in the Slave Trade.

I am, &c.
(Signed) MALMESBURY.

No. 77.

The Earl of Malmesbury to Her Majesty's Acting Commissioner.

Sir, *Foreign Office, August 31, 1858.*
I TRANSMIT to you herewith an extract of a letter from Commodore Wise to Rear-Admiral the Honourable Sir F. W. Grey,* which has been communicated to me by the Board of Admiralty, containing information which leaves little room to doubt that a launch belonging to Loanda, called the "*Rio Zaire*," is engaged in the Slave Trade; and I have to desire that you will communicate the particulars respecting this vessel to the Portuguese authorities, in order that steps may be taken to ascertain, if possible, who are the parties engaged in this slave-trading adventure.

I am, &c.
(Signed) MALMESBURY.

No. 78.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 28.)

(Extract.)

Loanda, May 29, 1858.

I HAVE the honour to report to your Lordship that the barque "*Minnetonka*," of 320 tons, stated to be of New York, was captured, on the 18th ultimo, off Black Point, by Her Majesty's brig "*Heron*," in a complete state of preparation for the immediate embarkation of a cargo of slaves.

2. The "*Minnetonka*" cleared from Cardenas, in Cuba, on the 5th of February last, and was to have shipped 900 slaves twelve miles south of Black Point. She had neither colours nor papers on board when captured, and belonged to the same parties as the vessels recently captured by Her Majesty's steamers "*Conflict*" and "*Medusa*," and is the barque mentioned in a despatch from Mr. Crawford, Her Majesty's Consul-General at the Havana, to the Earl of Clarendon, dated the 6th of May, 1857, as having cleared for Madagascar. She then conveyed 970 slaves from the East Coast of Africa to Cuba, the person who commanded her when captured by the "*Heron*" having been mate of her on that voyage.

3. She was sent to Sierra Leone for adjudication.

No. 79.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 28.)

(Extract.)

Loanda, August 30, 1858.

I HAVE the honour to acquaint your Lordship that Lieutenant Whyte, commanding Her Majesty's steamer "Teazer," being in latitude 5° 35' south, and longitude 9° 50' east, on the 5th instant captured a schooner, called the "*General Scott*," fully equipped for the Slave Trade, but without any ship's papers to indicate her nationality.

2. This vessel sailed from Havana for Cabinda, to make arrangements for shipping a cargo of slaves, and had on board ten Spanish passengers, when detained by the "Teazer." The person who represented himself as the captain was the same who commanded the "*James Buchanan*" when she shipped 600 slaves at Whydah in September 1857.

3. She was sent to Sierra Leone to be adjudicated before the Vice-Admiralty Court in that Colony.

No. 80.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 28.)

My Lord,

Loanda, May 30, 1858.

I HAVE the honour to transmit, for your Lordship's information, copies of a correspondence which has recently passed between the Portuguese Commissioner and myself, respecting that gentleman's renewing the oath of office prescribed by the Treaty consequent on his appointment as a member of the Mixed Court, as communicated to me in the Earl of Clarendon's despatch of the 25th November, 1857.

2. The Decree of His Most Faithful Majesty the King of Portugal, dated the 3rd November, 1857, nominating Senhor José Julio Rodrigues to the post of Portuguese Commissioner, appears, in my humble judgment, to be an absolute and formal recognition of the principle contended for by Her Majesty's Government, viz., that the Portuguese Law of the 30th December, 1852, cannot authorize the appointment of officers to act under the Treaty of the 3rd July, 1842, *ex officio*, and merely by virtue of their holding some other office, without their having also been expressly named by the Crown of Portugal, as required by the said Treaty, and that the fact of their holding any other office cannot dispense with the necessity for a formal and separate appointment.

3. I would respectfully submit, my Lord, that the inevitable result of this rule in the present case is, that all official acts practised by Senhor José Julio Rodrigues in the character of Commissioner on the part of His Most Faithful Majesty, which character he assumed, upon arbitration, in virtue of his office as the Senior Judge of the Court of Relação, and has hitherto held without any commission from the Crown of Portugal, are, for all legal purposes, invalid, and of none effect.

4. I include, of course, amongst those acts, that of his taking the oath of office before the Principal Magistrate of this place as Portuguese Commissioner on the 31st December, 1856; and I take the liberty of adding the expression of my opinion that he, not having been legally invested with that character, as acknowledged by the Governments of the High Contracting Parties to the Treaty of 1842, the oath administered to him therein becomes, as a natural consequence, a nullity.

5. Under all the circumstances of the case, however, I have deemed it the most prudent course to abstain from urging my views any further, and to submit this matter to your Lordship's better judgment, having verbally intimated to my Portuguese colleague, that although I have adopted this course, I shall, notwithstanding, in the event of any case coming before the Mixed Court, pending the receipt of your Lordship's instructions, feel it my duty to protest formally against all judicial acts practised by him until duly sworn in to the discharge of the duties of the office to which he has been appointed by His Most Faithful Majesty.

6. I am informed by Senhor Rodrigues that he has brought the matter under the consideration of the Portuguese Government, and solicited his instructions thereon.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 80.

*Her Majesty's Acting Commissioner to the Portuguese Commissioner.**Loanda, February 25, 1858.*

HER Britannic Majesty's Acting Commissioner having received a despatch from Her Majesty's Principal Secretary of State for Foreign Affairs, inclosing a copy of a note addressed by the Marquis de Loulé to Her Majesty's Chargé d'Affaires at Lisbon, notifying that His Most Faithful Majesty the King of Portugal had been pleased, by a Decree dated the 3rd November, 1857, to appoint Senhor José Julio Rodrigues to the post of Commissioner in the British and Portuguese Mixed Commission in this city, and having observed by the last Official Bulletin that the Decree referred to has reached this place, has the honour to propose that that gentleman shall take the oath of office prescribed by Article I of Annex B of the Treaty of the 3rd of July, 1842, and afterwards name a day and hour convenient to himself for a meeting of the Mixed Commission, with a view to the fact being duly entered on the records of the Court.

Inclosure 2 in No. 80.

The Portuguese Commissioner to Her Majesty's Acting Commissioner.

(Translation.)

St. Paul de Loanda, February 26, 1858.

THE Undersigned, Commissioner on the part of His Most Faithful Majesty, has the honour to acknowledge the receipt of a communication which you were pleased to address to him, dated yesterday, stating that you had been informed of his nomination to that office by a despatch from Her Majesty's Secretary of State for Foreign Affairs, and also by the Official Bulletin of this province, and inviting him therefore to take the oath prescribed by Article I of Annex B to the Treaty of the 3rd July, 1842, in order that a record of the same might be duly entered at a Session of the Mixed Court.

The Undersigned begs permission, in reply, to offer the following observations:—

1st. That he, having filled the above-mentioned office since the 31st December, 1856, on which day he not only took an oath of office, but likewise entered on his duties in accordance with Article 75 of the Decree of 30th December, 1852, deems it unnecessary to repeat those acts, inasmuch as the diploma which he has now received does not annul the said acts, or alter their nature; on the contrary, that diploma having been issued in conformity with the provisions of the above-mentioned Article, the acts referred to are thereby confirmed.

2nd. That, by virtue of the said oath and instalments, the Undersigned has conducted various matters, as well jointly with yourself in the annual reports, as in others separately, all of which have received the approbation of the two Governments. This, without doubt, is an evident recognition of the legality with which those affairs have been transacted.

Under these circumstances, it appears to the Undersigned that all that it behoves him now to do is to present his diploma to the Court, and to cause the same to be entered in the Minutes, which he will do so soon as the state of his health may permit. But if, notwithstanding, you should be of a different opinion, the Undersigned will have no hesitation in acting according to your views, even although he may consider it a redundancy.

(Signed) JOSE JULIO RODRIGUES.

Inclosure 3 in No. 80.

Her Majesty's Acting Commissioner to the Portuguese Commissioner.

Illustrious Sir,

Loanda, March , 1858.

I HAVE had the honour to receive your communication of the 26th ultimo, and I ask your indulgence for my delay in replying, in consequence of my being much occupied.

Without entering into any discussion as to the necessity for your taking the oath of office before presenting the royal diploma of your nomination as Commissioner on the part of His Most Faithful Majesty, I will only, in view of the last paragraph of your letter, take the liberty of saying that, for the purpose of avoiding any inconvenience which might result from any question being hereafter raised as to the validity of the proceedings of the Mixed Court, I should be glad if you would accede to my suggestion, and after having taken the oath of office before the principal magistrate of the place, and had the fact duly noted on your diploma, name a day and hour at your earliest convenience for our meeting with the Secretary to enter a Minute thereof on the Records of the Court.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure 4 in No. 80.

The Portuguese Commissioner to Her Majesty's Acting Commissioner.

(Translation.)

Sir,

Loanda, April 12, 1858.

I HAVE had the honour to receive your letter, acknowledging mine of the 26th February in reply to yours of the previous day, and inviting me to accede to your request to renew the oath as Portuguese Commissioner. You ground this request on the last paragraph of my letter, in which I said as follows: "But if, notwithstanding, you should be of a different opinion, the Undersigned will have no hesitation in acting in accordance with your views."

Believe me, Sir, that I wrote that paragraph from the deference and particular attention which was due to you personally; but the more I reflect on the two observations which preceded it, the more I seem convinced that by agreeing now to be sworn in I shall render the legality of the first oath doubtful, and consequently the legality of all acts which, in virtue thereof, I have practised for more than a year.

For this reason, I beg you to desist from your proposal, in order that the acts referred to may not be exposed to doubt.

I have, &c.
(Signed) JOSE JULIO RODRIGUES.

Inclosure 5 in No. 80.

Her Majesty's Acting Commissioner to the Portuguese Commissioner.

Sir,

Loanda, April 13, 1858.

I HAVE had the honour to receive your letter of yesterday's date, in which you request me to desist from my proposal that you should renew the oath prescribed by the Treaty, before presenting your diploma as Portuguese Commissioner, to which office you have recently been appointed by His Most Faithful Majesty the King of Portugal. In reply I beg to state that that proposal having been made after due deliberation, and in the full persuasion, from the assurance given me in the concluding paragraph of your communication of the 26th February last, that it would meet with your concurrence, I do not feel myself at liberty to withdraw it, and can only, therefore, repeat the expression of my hope that you will accede to my request.

Regarding the objection raised by you to taking the oath of office, viz., that it will place in doubt the legality of all acts practised by you in the character of Portuguese Commissioner, which, in virtue only of the Decree of the 30th December, 1852, you had heretofore assumed, I will merely take the liberty of observing:—

1. That our respective Governments having by mutual consent recognized and established the principle that a special diploma is necessary to authorize you to act under the Treaty, it appears to me that the natural consequence of your not having been furnished with any such diploma is that all acts practised by you as Portuguese Commissioner up to the present time are not legally valid, irrespective entirely of any question regarding the renewal of the oath.

2. That whatever weight might have been due to this consideration had you been called upon to exercise any judicial acts in the above-mentioned capacity, your functions in the British and Portuguese Mixed Commission having been as yet limited to the signing of two annual Reports, for transmission to the respective Governments, no inconvenience whatever can be anticipated in this respect.

I beg to inform you that I received, by the last mail, a despatch from Her Majesty's Principal Secretary of State for Foreign Affairs, acquainting me that His Most Faithful Majesty has been pleased to appoint Senhor Antonio Urbano Pereira de Castro to the office of Secretary to the Mixed Commission, and I would therefore suggest that so soon as it may be convenient for you to meet me in Session, for the purpose of presenting your own diploma, we should at the same time administer to him the oath of office required by Article I of Annex B to the Treaty.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 81.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received September 28.)

My Lord,

Loanda, July 1, 1858.

I HAVE the honour to report, for the information of your Lordship, that there have been no cases adjudicated in the British and Portuguese Court of Mixed Commission established in this city, during the last half-year.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 82.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

(Extract.)

Loanda, July 3, 1858.

I HAVE the honour to report to your Lordship that a Decree of His Most Faithful Majesty the King of Portugal, has recently been received here, re-appointing Senhor Amaral to the government of this province for a further period of three years.

I received an official notification of this fact from his Excellency a few days since, and in acknowledging its receipt I took occasion to offer him my congratulations on this mark of his Sovereign's favour and confidence, adding, at the same time, the expression of my confident hope that, in carrying out the important duties now re-committed to his charge, he will proceed as honourably as he has heretofore done in the execution of the laws of the country, and the fulfilment of the engagements contracted with Great Britain, for the suppression of the Slave Trade.

By the Royal Decree, bearing date the 4th May last, His Most Faithful Majesty has been pleased to promote Senhor Amaral, who belongs to the corps of Royal Engineers, to the rank of Lieutenant-Colonel.

No. 83.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

My Lord,

Loanda, July 30, 1858.

I HAVE the honour to acknowledge the receipt of the Earl of Clarendon's despatch of the 23rd February last,* inclosing, for my information, the copy of a Portaria issued by the Viscount Sá da Bandeira in reply to a despatch addressed to the Portuguese Government by the President of the Board of Guardians of Slaves and Liberated Negroes in this province, upon various points connected with the interpretation of the Portuguese Decree of the 14th December, 1844, for the registration and partial emancipation of slaves in the Portuguese colonial possessions.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 84.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

My Lord,

Loanda, July 30, 1858.

I HAVE the honour to acquaint your Lordship that, on the 13th ultimo, Her Majesty's ship "Conflict," R. W. Courtenay, Esq., Commander, being in latitude 5° 56' south and longitude 11° 30' east, captured a schooner named the "*Angelina*," of Prospect, of about 150 tons, having on board a slave-deck, with a number of water-casks and other unquestionable indications of the iniquitous traffic in which she was engaged.

2. The "*Angelina*," when detained by Captain Courtenay, hoisted no colours and had not any papers to prove her nationality; but it appeared, from the statement of some of her crew, that she had sailed from the Havana four months previously, and from errors of navigation, together with her bad sailing qualities, had only arrived on the coast a few days before her capture by the "Conflict." She was about to receive her cargo of slaves at or near Molembo.

3. Captain Courtenay sent her to Sierra Leone, to be brought for adjudication in the Vice-Admiralty Court of that Colony.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 85.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

My Lord,

Loanda, July 31, 1858.

I HAVE had the honour to receive your Lordship's despatch of the 19th March last,† transmitting an extract of a despatch from Mr. Crawford, Her Majesty's Consul-General at the Havana, reporting the departure from that port of several vessels for the African coast destined to be employed in the Slave Trade.

2. In obedience to your Lordship's directions I communicated the information contained in this despatch to the Commanders of Her Majesty's cruizers stationed on this part of the coast, and I am happy to say that one of the vessels referred to in Mr. Crawford's despatch, the schooner "*Angelina*," has been captured by Her Majesty's ship "Conflict," as reported in my preceding despatch.

3. The "*Putnam*," the other vessel mentioned by Mr. Crawford, has already made one, if not two, successful trips from this part of the coast to the Havana with slaves, under the American flag. I reported her escape in my despatch dated 25th June, 1857, and have reason to believe that since then she has succeeded in carrying off another cargo.

I have, &c.
(Signed) EDMUND GABRIEL.

* Class A, presented 1858, No. 134.

† Ibid., No. 135.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

My Lord,

Loanda, July 31, 1858.

IN my despatch of the 30th May, 1857,* I had the honour to transmit a copy of the sentence pronounced by the Acting Juiz de Direito, at Benguella, acquitting the parties implicated in the shipment of slaves on board the Portuguese brig "*P. Soulé*," at Lucira, on the 31st December, 1855, and reporting, at the same time, that notice had been given by the Public Prosecutor of an appeal to the Court of *Relação* in this city against the said sentence.

2. I now beg leave to acquaint your Lordship that the *Relação* "having annulled the criminal process instituted at Benguella, on the ground of certain irregularities appearing therein, the Procurador Regio (Crown Proctor) resolved that the matter should be submitted to the judgment of the Supreme Tribunal of Justice at Lisbon, for which purpose the "autos" have been forwarded to that place.

3. Upon this resolution being adopted a petition was presented to the Governor-General by one of the principal individuals concerned in this case, named Ferreira, who was then in confinement here, praying to be allowed to accompany the appeal to the metropolis, and to proceed hence in a merchant-vessel then on the eve of her departure, tendering, at the same time, the names of two parties in this city who were willing to enter into a bond for his appearance before the above-mentioned tribunal.

4. The Governor-General transmitted this petition to the Procurador Regio "for an opinion as to whether his acquiescence in the prayer thereof would be in accordance with the laws respecting the acceptance of bail in criminal prosecutions for Slave Traffic." The report of that officer was, that the prayer of the prisoner's petition was inadmissible.

5. This point was subsequently submitted to the judgment of Senhor Mendes Affonso, the President of the Tribunal of *Relação*, who directs and controls all matters relating to prisoners under trial. That gentleman at once gave it as his opinion that no existing law would justify the administrative authorities in refusing the prayer of the petition, and that bond being given in conformity with the laws of the country, the prisoner should be immediately released from confinement, with a view of his accompanying the appeal to Lisbon by any conveyance which might offer.

6. The Governor-General was not disposed to interfere any further with the execution of the law as interpreted by the highest judicial authority in the province, and, accordingly, Ferreira was allowed to proceed to Lisbon in the Portuguese merchant-vessel "*Napoleão*," a few days since, there to await the result of his trial before the Superior Court of that capital.

7. The opinion of his Excellency the President of the *Relação* in this case appears to me highly important, inasmuch as it is diametrically opposed not only to the practice heretofore followed by the Courts at this place, but likewise to the views frequently maintained by my absent colleague, Sir George Jackson, and sanctioned and approved by Her Majesty's Government; and, I would venture to add, that much trouble might be avoided in future if your Lordship would ascertain whether the Government of His Most Faithful Majesty sustains the view which Senhor Mendes Affonso has taken of this matter.

8. In my humble judgment it appears to be in direct contradiction to the spirit and tenour of Article XV of the Treaty of the 3rd July, 1842, by which Portugal declared the Slave Trade to be piracy, and stipulated that any of her subjects taking part in that Traffic should be liable to the most severe secondary punishment. Piracy is a crime for which bond is not admitted by the Portuguese laws; but probably Senhor Mendes Affonso regards the Traffic in Slaves merely as contraband, and, as such, a bailable offence.

9. The practice of allowing these criminals to embark on board merchant-vessels without any security beyond the personal recognizances of parties residing here, is so manifestly objectionable that all comment on it would be superfluous.

In the present instance the circumstance, which only came to my knowledge some days after the sailing of the "*Napoleão*," affords a just ground for requiring

* Class A, presented 1858, No. 99.

explanation, inasmuch as there was lying in this port at the time the Portuguese frigate "Dom Fernando," at present employed as a transport between this place and Lisbon, on board of which vessel the prisoner might have been sent under due custody.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 87.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

(Extract.)

Loanda, July 31, 1858.

I HAVE the pleasure of reporting to your Lordship that Her Majesty's steamer "Viper," Lieutenant Hodgkinson commanding, captured on the 20th ultimo, off the River Congo, a brigantine named the "St. Andrew," having on board a large quantity of provisions, with plank and beams numbered and fitted for laying down as a slave-deck.

This vessel, which left Havana on the 30th March last, was provided with a "pass" from the American Consul at that place, authorizing her to proceed from thence to Charleston for the purpose of obtaining a register. When detained, there were no papers on board to establish her national character, and subsequently ten Spaniards were found concealed in her hold.

The information gathered from the crew was, that a schooner called the "Lady Gibson," and a brig called the "Telegraph," both under American colours, were on their way to the Coast of Africa, engaged in the Slave Trade.

Lieutenant Hodgkinson sent her to St. Helena for adjudication, under the Act 6 and 7 Vict., cap. 72.

No. 88.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

(Extract.)

Loanda, July 31, 1858.

I REGRET that it should be my duty to report to your Lordship that a strong feeling has recently manifested itself in this province against the measure adopted by the Portuguese Government for abolishing the compulsory labour formerly exacted from free negroes, under the title of "serviço de carregadores."

Representations have been forwarded to the Home Government with a view of inducing it to rescind the Decree of the 3rd November, 1856, a copy of which was transmitted to the Earl of Clarendon in a despatch from Her Majesty's Minister at Lisbon, dated 19th December, 1856.*

Various arguments have been adduced against the provisions of that Decree, but the principal one is that the commercial interests of the province have suffered in consequence of the negroes having refused to engage voluntarily as "carregadores," and no suitable means having been substituted for transporting the produce of the country from the interior to the coast for shipment. I cannot, however, refrain from stating my belief, founded on information which I consider perfectly reliable, that this assertion is devoid of any real foundation, and that if greater difficulties have been experienced in the transport of produce from the interior since the publication of the Decree in question, they are entirely attributable to that Decree not having been rightly or honestly administered by the subordinate authorities of the province.

Whilst writing upon this subject, I ought, however, to state to your Lordship that I believe the Governor-General has strenuously endeavoured to promote the honest execution of the Decree of the 3rd November, 1856, having in furtherance of this purpose issued various orders and resolutions, but his Excellency's beneficent efforts have not been duly seconded by the subaltern authorities. It is unquestionably the fact, my Lord, that they are the parties interested in maintaining the system of forced labour called "serviço de carregadores," and that the real drift of the agitation which has recently been got up in this matter, is

* Class B, presented 1857, No. 414.

more to protect and advocate their interests than to benefit the commerce of the colony.

Amongst the other futile arguments adduced by those who are opposed to the above-mentioned Decree, it is said that the natural indolence of the natives is such that they will not hire themselves as "carregadores," unless under compulsion. On the other hand, however, it is the opinion of many persons of experience (an opinion in which I fully coincide), that if adequate measures were taken for securing to them a fair remuneration for their labour, and for carrying into execution the laws and regulations now in force for their protection and security, they would with perfect good-will attach themselves to that or any other employment which might be offered them.

The great evil appears to me to consist in not obliging the commandants in the interior to abstain from all interference between the natives and the merchants, and to allow the former to make their own bargains,—in other words, to dispose freely of their own labour. This, I am informed, has not hitherto been the case, and so long as the natives are not allowed free communication with the parties by whom their services are engaged, they will never believe that the measure recently adopted by the Portuguese Government is intended to promote their welfare, and they will shun employment as "carregadores."

It is much to be desired, however, that the Government of His Most Faithful Majesty, knowing how deeply this matter affects the true interests of this, the most important of all its colonial possessions, will send out positive orders to prevent the benevolent enactments of the Decree of the 3rd November, 1856, from being disregarded or evaded.

No. 89.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

My Lord,

Loanda, July 31, 1858.

I HAVE the honour to acquaint your Lordship that Her Majesty's ship "Heron," W. H. Truscott, Esquire, Commander, captured, on the 2nd instant, off Kilongo, the barque "*Governor Parris*," of Portland, 267 tons, without colours or papers, and having a slave-deck laid, together with all the fittings requisite for the reception of a cargo of slaves, 800 of whom she was to have shipped at Kilongo.

2. She was sent for adjudication before the Vice-Admiralty Court at St. Helena.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 90.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.--(Received October 18.)

My Lord,

Loanda, August 25, 1858.

I BEG to bring under your Lordship's notice a circumstance which has recently occurred on this part of the coast, proving the audacious manner in which the slave-dealers in the River Congo still carry on their operations under the protection of the American flag.

2. The American brig "*Charlotte*," John Lockhart Master, belonging to the firm of Figaniere Reis and Co., of New York, which has made two or three voyages to this place with legal cargo on account of that firm, arrived on the coast about three months ago, having left New York on the 10th February last, with fourteen passengers, parties supposed to be connected with Slave Trade adventurers, all of whom landed at Black Point. She remained at Ponta de Lenha, in the River Congo, from the middle of April until the end of last month, and during the whole of that time her motions were constantly observed by Her Majesty's cruisers. On one occasion she came down the river evidently with a view of reconnoitering her chances of escape, and returned the following day to the anchorage at Ponta da Lenha. Being, however, a *bona fide* American vessel, and furnished with regular papers as such, Her Majesty's naval officers, although strongly suspecting her intentions, carefully abstained from all interference with her.

3. I have been informed that during the "*Charlotte's*" stay in the River Congo, the captain openly declared that he was only waiting to complete the necessary arrangements in order to ship slaves.

4. When the vessel was fitted in all respects to receive her human cargo, she dropped down the river to a spot clear of all shoals and dangers, still wearing the American flag; and on the 26th ultimo, as soon as darkness set in, embarked 600 slaves at the Praia de Pescadores, about two miles north of the French factories, in Pirate's Creek. The operation of shipping the slaves was got through in about three hours, and starting with a favourable breeze in the dead of night, before daylight she was out of reach of Her Majesty's cruisers.

5. It has been reported to me that the captain of the "*Charlotte*" (Lockhart), before leaving the Congo, received an advance of 6,000 dollars for taking the vessel to Cuba, and that arrangements have been made for inserting in the New York journals an announcement of her arrival at that place with lawful cargo from Africa.

6. Three other American vessels have lately been met with on this part of the coast, viz., the brigantine "*Ellen*" and barques "*Venus*" and "*E. A. Chase*," of which the two former are known to be about to ship slaves, but, being provided with regular American registers, they cannot be interfered with by the officers of Her Majesty's squadron.

7. I have learned also, from Lieutenant Pike, commanding Her Majesty's steamer "*Antelope*," who has recently been very actively employed on this division of the Station, that the brig "*Putnam*" carried off 700, and the ship "*Trovatore*" 1,160 slaves, from Kilongo to Cuba during the past month.

8. The proceedings of these vessels, but more particularly the case of the "*Charlotte*," afford a strong demonstration to the Government of the United States of the necessity of taking some stringent measures to check the practices of the slave-dealers now being carried on with so much effrontery, yet with so much impunity, in American vessels; and it is sincerely to be hoped that from a fair and honest zeal for the discharge of its Treaty engagements, if not from the dictates of humanity, that Government will lose no time in employing the energy requisite to put an end to the atrocious crimes which are now being perpetrated under its flag.

9. I regret to add that for the last four months, or since the departure from this place of the United States' corvette "*Vincennes*," on the 20th April last, there has been no American vessel of war on this part of the coast; and although the "*Marion*" has just arrived, she, after remaining for three weeks at anchor in this port, is already short of provisions, and about to proceed to the Cape Verde Islands for a supply.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 91.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

My Lord,

Loanda, August 25, 1858.

I HAVE the honour to report that Commander Truscott, of Her Majesty's brig "*Heron*," captured, on the 9th instant, off Black Point, the brigantine "*Mary Elizabeth*," of 149 tons, fully equipped for Slave Trade.

2. She had no papers to prove her national character when detained by the "*Heron*," and intended to ship 500 slaves in the River Congo, having been permitted to leave the Havana completely prepared for their reception; a fact which affords strong evidence of the negligence and connivance of the Custom-house authorities at that place as regards Slave Trade adventures.

3. The "*Mary Elizabeth*" was sent to St. Helena for adjudication.

I have, &c.

(Signed) EDMUND GABRIEL.

The Earl of Malmesbury to Her Majesty's Acting Commissioner.

Sir,

Foreign Office, December 23, 1858.

WITH reference to your despatch of the 30th of May last, I transmit for your information copies of two despatches from Mr. Howard, Her Majesty's Minister at Lisbon,* inclosing copies of the correspondence which has passed between him and the Portuguese Minister for Foreign Affairs, relative to the refusal of Senhor Rodriguez to accede to the proposal which you made to him that he should renew the oath of office prescribed by Article I of Annex B to the Treaty of the 3rd July, 1842.

I am, &c.

(Signed) MALMESBURY.

The Earl of Malmesbury to Her Majesty's Acting Commissioner.

Sir,

Foreign Office, December 23, 1858.

I INCLOSE, for your information, a copy of a despatch from Mr. Howard, Her Majesty's Minister at Lisbon,† reporting what has passed between him and the Viscount de Sá da Bandeira on the occasion of his communicating to the Portuguese Minister a copy of your despatch of the 31st July, relative to the feeling existing in the Province of Angola against the Decree abolishing the compulsory labour formerly exacted from the negroes under the title of “serviço de de carregadores.”

I am, &c.

(Signed) MALMESBURY.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received January 9, 1859.)

My Lord,

Loanda, September 10, 1858.

REQUESTING reference to my despatch of the 3rd August, 1857,‡ reporting the condemnation by the Prize Court at this place of a barque called the “*Velha Annita*,” alias “*Splendid*,” of Boston, without colours or papers, captured by His Most Faithful Majesty's schooner “*Cabo Verde*,” and to the observations respecting the disposal of her crew contained in my despatch of the 25th February last,§ I have now the honour to lay before your Lordship a translation of the sentence of the Juiz de Direito, acquitting those individuals, and ordering that they be placed at liberty.

2. One of the grounds set forth for this remarkable and unprecedented sentence is, that the fittings found on board of a ship do not afford sufficient proof of a criminal participation in the Slave Trade to justify the condemnation of her crew in the penalties specified in Article 19 of the Decree of the 10th December, 1836. In my opinion, however, and I offer it with great deference to your Lordship, this argument is directly opposed to the letter and spirit of the Decree in question; Article 19 of which, in its 1st section, prescribes that “the captains, or masters and mates of slaving-vessels, as well as the persons charged with the purchase or sale of the slaves, or their conveyance on board such vessels, shall be confined in the galleys during a period of from two to five years, and pay a mulct of from 500 to 2,000 milreis *in solidum*.”

Again, the 2nd section of the above-mentioned Article specifies that “all other individuals found on board vessels employed in the said Traffic shall be condemned to serve from two to four years on board national ships of war without pay, &c.”

3. Annexed to the Decree of the 10th December, 1836, is a list of articles which, being found on board of any vessel, are to be considered as indications of her being intended for the Slave Trade, and to subject her to the provisions of that

* Class B, Nos. 153 and 160.

† Class A, presented 1858, No. 105.

‡ Ibid., No. 159.

§ See *ante*, No. 67.

Decree, and in that list are enumerated nine distinct articles of slave equipment, with the whole of which the "*Velha Annita*," alias "*Splendid*," was provided.

4. I beg to submit for your Lordship's consideration whether the fact of a vessel being condemned by the competent Tribunal for having on board all these prohibited fittings, does not constitute a "slaving vessel," or "a vessel employed in the Traffic in Slaves," within the meaning of the above-mentioned Decree, and render the captain, mate, and all other individuals found on board, liable to the penalties imposed in the Article above referred to. This is a point which I respectfully submit merits the serious attention of the Government of His Most Faithful Majesty, inasmuch as, if the sentence of the Juiz de Direito in the case of the "*Velha Annita*" is allowed to stand on record unnoticed, it may possibly be drawn into a very pernicious precedent in future.

5. From that judgment an appeal was made by the Procurador Regio (Crown Attorney), to the Court of Relação in this city; but the members of that Tribunal differing in opinion, as your Lordship will perceive by the paper of which I have the honour to subjoin a translation, it has been decided that the proceedings shall be transmitted to the Relação at Lisbon for final sentence. One of the Judges of the Relação at this place, was of opinion that the decision of the Juiz de Direito should be reversed, and all the individuals found on board the "*Velha Annita*" condemned in the full penalties of the law; another voted for the confirmation of that sentence; and the third considered that the proceedings had before the Juiz de Direito should be annulled as informal and irregular.

6. The "autos" have accordingly been forwarded to Lisbon, and, pending the judgment of the Relação in that capital, the crew of the "*Velha Annita*" will be retained in custody here.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure 1 in No. 94.

Sentence pronounced by the Juiz de Direito in the cause of the Prisoners from the barque "Velha Annita."

(Translation.)

SEEING these "autos," &c., the defendants José Antonio Barboza, João Maria Celestino, and others, are accused of having been found on board the barque "*Velha Annita*," adjudged a good prize by the competent tribunal, and two first-named defendants concerned in the Traffic in Slaves, for which the said barque was destined, one of them being the captain and the other mate, and having, therefore, incurred the penalties prescribed in the 19th Article of the Decree of the 10th of December, 1836, whilst the rest, being the crew, are comprehended in the second paragraph of the said Article.

The grounds of accusation and defence, and the proofs produced on both sides, having been examined, it is shown that the barque "*Velha Annita*" presented all the indications of being destined for the Traffic in Slaves, in consequence of which she was judged a good prize; but it is not shown that the defendant José Antonio Barboza was the captain who conducted the adventure, nor that the defendant Celestino was the mate until the end of the voyage, or guilty of connivance in the said adventure. On the contrary, it is shown that as soon as his suspicions were aroused, he attempted to conspire against the captain and owners, who had deceived him.

It is seen, also, from the proofs in the "autos," that the rest of the crew were, in like manner, deceived, and by no means gave their consent to such an adventure, all admitting the desire which they felt to oppose the navigation of the ship in the course which she steered, after deviating from the port for which they had been falsely engaged.

Considering that, according to law, the fittings of a ship serve to justify her capture and the delivery of the persons found on board of her, with a view to inquiring whether they are guilty of slave-trading; and it being requisite, moreover, that such fittings shall be sufficient to render all persons found on board such ship subject to legal proceedings, as concerned in the Traffic in Slaves: nevertheless in this, as in any other crime, it is not possible to dispense with the production of that clear and full proof which cannot result from the mere equipment of a vessel; and neither is it established by law that such equipment shall be considered sufficient for the final condemnation of the defendants.

On all these grounds, therefore, and others which appear in the "autos," and the enactments of the law, to which I conform, I judge that the defendants accused in this process are not proved to have been the authors or accomplices of the crime of slave-trading, and I therefore acquit them, and order that they be placed at liberty, leaving to the Public Prosecutor free action against the true authors of the criminal enterprise as shown by the "autos."

Loanda, June 1, 1858.

(Signed) JOAO JOSE D'ANDRADE.

Inclosure 2 in No. 94.

Decision of the Court of Relação in the case of the barque "Velha Annita."

(Translation.)

IN the criminal process, in which the appellant is the Public Prosecutor, and the respondents José Antonio Barboza and others, captured on board the barque "*Velha Annita*," engaged in the Slave Trade, the following sentence was pronounced:—

That, as this process cannot be adjudged in consequence of there having been presented at the Conference held for its final judgment, three opinions differing from and absolutely irreconcilable with each other, the same shall be remitted to the *Relação* of Lisbon, in conformity with Article 17 of the Decree of the 17th of August, 1857, and Article 46 of the *Novissima Reforma Judicial*, not only because the Decree of the 15th of April of the present year cannot, for the present, be carried into execution in consequence of the want of Judges to act as members of this Court, according to Article 4 of the said Decree, but also because there is no *Juiz de Direito* in this *Comarca*, and his Substitute is acting in the *Relação*; and there is no one but an advocate, who is to be called in only in the absence or impediment of any of the Judges of this Court, according to the Special Regulations for the Administration of Justice in this Province, of the 30th of December, 1852.

Loanda, July 24, 1858.

(Signed) MENDES AFFONSO.
J. J. RODRIGUES.
CABRAL.*

* Voted against the remittance of the process, because it is not known whether sentence might be pronounced by the majority of votes, all the Substitutes of the *Relação* not having yet been heard in Conference.

No. 95.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received January 9, 1859.)

My Lord,

Loanda, September 25, 1858.

I HAVE the honour to acquaint your Lordship that Her Majesty's steamer "Viper," Lieutenant Hodgkinson Commander, being off Kilongo on the 15th instant, captured a schooner of about 190 tons, called the "*Kate Helen*," without any ship's papers to establish her national character, and with such fittings on board as left no doubt of the intention to employ her in the conveyance of slaves.

2. This schooner was completely abandoned when boarded by the "Viper," the master and crew having, on the approach of Her Majesty's steamer, taken to their boat and succeeded in landing at Kilongo. It was evident, however, that she had been navigated by a Spaniard; the ship's log, which was found on board, having been written in the Spanish language.

3. She was sent to Sierra Leone, to be tried before the Vice-Admiralty Court in that Colony.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 96.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received January 9, 1859.)

My Lord,

Loanda, October 3, 1858.

IT affords me pleasure in reporting to your Lordship that the United States' sloop-of-war "Marion," Captain Brent, captured on the 10th ultimo, off Mayumba, a brig called "*The Brothers*," of 142 tons, sailing under the American flag, and said to belong to Charleston, in South Carolina. She had on board, besides a cargo of rum, various fittings improper for a licit trader, and specie to the amount of about 8,000 dollars.

2. "*The Brothers*" was manned by a crew of about twenty men, amongst whom, I am informed, there were few, if any, American citizens, and Captain Brent determined on sending her to Charleston, to be brought for adjudication before the competent tribunal at that place.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 97.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received January 9, 1859.)

My Lord,

Loanda, October 10, 1858.

DR. SATURNINO DE SOUZA E OLIVEIRA, the Brazilian Consul-General in this province, has lately acquainted me of his having received intelligence that some parties here are forming a design to introduce slaves into the Brazils by landing them in Guayana, and afterwards removing them overland to Pará and the other provinces in the north of that country.

2. I considered it, therefore, advisable to profit by the departure of a vessel bound direct to Rio Janeiro, to communicate this information to Her Majesty's Minister at that place, the more so as Dr. Saturnino intimated to me that he was about to transmit a despatch on the subject to his Government by that opportunity, and I have now the honour to lay before your Lordship a copy of the letter which I addressed to Mr. Scarlett relative to the report in question.

3. I have used my utmost endeavours to procure information from other quarters respecting this matter, without succeeding in obtaining any confirmation of the Report communicated to me by the Brazilian Consul, although that gentleman appears to connect it with the recent arrival at this place of two Portuguese vessels—one the barque "*Progressista*," from Pernambuco; and the other the schooner "*Josefina*," from Bahia—to both of which there attaches a strong suspicion of their being concerned in some Slave Trade adventure from this coast to the Brazils.

4. As I feel it to be my duty to be keenly on the alert in regard to any attempt to revive the Traffic in Slaves with that country, I trust your Lordship will approve of my having hastened to bring this matter under the notice of Mr. Scarlett, who will probably have better means at his command than I have of obtaining correct information on the subject.

I have, &c.
(Signed) EDMUND GABRIEL.

Inclosure in No. 97.

Her Majesty's Acting Commissioner to Mr. Scarlett.

Sir,

Loanda, September 26, 1858.

A VESSEL being about to sail hence this day for Rio Janeiro, I embrace the opportunity of acquainting you that Dr. Saturnino de Souza e Oliveira, the Brazilian Consul-General in this city, has stated to me that, from information which he has received from reliable sources, he is led to believe that a project has recently been set on foot for introducing slaves into the Northern Provinces of Brazil, by way of Guayana, and that he is about to forward a report on that subject to his Government by the vessel which conveys this despatch.

2. I am not able to say how far the truth of the reports which have reached Dr. Saturnino may be relied upon, nor, indeed, have I yet succeeded in obtaining sufficient grounds for making a representation thereon to Her Majesty's Government; but, nevertheless, I consider it my duty to lose no time in bringing to your knowledge the suspicions entertained by the Brazilian Consul, in order that, should they prove well-founded, you may be enabled to adopt such measures as may appear to you best calculated to thwart the plan which that gentleman supposes the slave-dealers to have in contemplation.

I have, &c.
(Signed) EDMUND GABRIEL.

No. 98.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received January 9, 1859.)

My Lord,

Loanda, October 15, 1858.

ADVERTING to the last paragraph of my despatch of the 20th August last, I now consider it my duty to acquaint your Lordship that the United States' frigate "*Cumberland*" arrived in this port on the 17th ultimo, followed by the corvette "*Vincennes*" on the 25th ultimo.

2. Commodore Conover, commanding the American naval forces on this coast, whose flag was flying on board the former vessel, after remaining here a month, has proceeded on a cruise to the southward, and purposes, I believe, shortly taking his departure from this part of the coast for the Cape de Verde Islands and Madeira.

3. The "*Vincennes*" has been ordered to cruise to the northward, and may probably remain in the neighbourhood of the River Congo, until obliged to leave it for provisions.

I have, &c.
(Signed) EDMUND GABRIEL.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received January 9, 1859.)

My Lord,

Loanda, October 24, 1858.

I HAVE the satisfaction of reporting to your Lordship that the brig "*Rufus Soulé*," one of the vessels referred to in Mr. Consul-General Crawford's despatch of the 22nd July last, as having left Matanzas to be employed in the Slave Trade, has been captured by Lieutenant Austin B. Hodgkinson, commanding Her Majesty's steamer "*Viper*."

2. When this vessel was first met with by the "*Viper*" she professed to bear an American character, and the captain stated that he was bound to Fernando Po. She did not, however, proceed towards that island, and, on falling in with her a second time off Banda Point on the 11th instant, Lieutenant Hodgkinson had strong grounds to suspect that the American flag was fraudulently assumed. He therefore again boarded her, when his suspicions were fully confirmed by the voluntary act of the captain in repudiating that flag and renouncing all claim to its protection.

3. There were neither colours nor papers on board the "*Rufus Soulé*" when detained by Lieutenant Hodgkinson, and she was found to be completely prepared for the immediate embarkation of a cargo of slaves, having all her slave provisions on board, her leaguers filled with fresh water, and a slave-deck laid.

4. The captain, who called himself Anderson, but whose real name was C. A. Johnson, stated she was the property of a Spaniard at the Havana named Toriento, the same person who owned the "*Kate Helen*," whose capture I had the honour to report in my despatch of the 25th ultimo.

5. The "*Rufus Soulé*" when seized was found to be leaky and in a very bad condition, and the captor was therefore induced to order a survey to be held upon her, when she was found unfit to make the voyage to St. Helena. She was accordingly set on fire, to ensure her total destruction, and the case will be sent for adjudication before the Vice-Admiralty Court at St. Helena under the provisions of the statute of the 2nd and 3rd Vict., cap. 73.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 100.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received January 12, 1859.)

My Lord,

Loanda, October 30, 1858.

A REPORT obtained circulation at this place, some days since, of the arrival in the River Congo of a very fine American schooner called the "*Wanderer*," the yacht of a wealthy individual at New York named Corrie, and the same vessel which was detained by the authorities in that city on suspicion of being employed in the Slave Trade, but subsequently released.

2. I am informed that she was fitted out in the most superior style, and that she had on board, besides her owner, two American citizens as passengers, named Brent and Farnum, the latter of whom is said to have served as Adjutant-General in Walker's expedition in Nicaragua.

3. It is generally believed here that, after remaining some days in the Congo, she proceeded to sea on a cruize while her cargo of human beings were collecting at a place called Mangue Grande, about twenty miles to the southward of that river, and that she succeeded a few days since in embarking 300 slaves at that place.

4. From the information I have lately received from the River Congo, it appears that the slave-dealers in that neighbourhood continue to exercise unremitting and increased exertions in carrying on their nefarious speculations, sheltered by the American flag. The efforts of Her Majesty's cruisers are completely crippled by this system, and unless some stringent measures are adopted by the Government of the United States to put an end to it, there is too much reason to fear that the Slave Trade on this coast will be extended to as lamentable an extent as ever.

5. In further proof of the protection afforded these miscreants by the American

flag, I beg to acquaint your Lordship that the barque "*Venus*" and brigantine "*Ellen*," both sailing under those colours, which were twice boarded by Her Majesty's cruisers on this division, and known to be engaged in the Slave Trade, as mentioned in my despatch of the 20th of August last, to which I beg to refer, are reported—and I believe the report—to have sailed a short time ago from the vicinity of the River Congo with full cargoes of slaves for the Havana.

I have, &c.

(Signed) EDMUND GABRIEL.

No. 101.

The Earl of Malmesbury to Her Majesty's Acting Commissioner.

Sir,

Foreign Office, January 22, 1859.

WITH reference to your despatch of the 10th of October last, I have to acquaint you that I approve of your having communicated to Mr. Scarlett, Her Majesty's Minister at Rio de Janeiro, the information given to you by the Brazilian Consul-General at Loanda, relative to a project reported to be entertained by parties in Angola, for introducing slaves into the Brazils, by landing them in Guayana, and afterwards removing them overland to Pará and the other north provinces of that Empire.

Mr. Stuart, Her Majesty's Chargé d'Affaires at Rio de Janeiro, has reported to me that he lost no time in communicating the contents of your despatch to the Brazilian Government, and he has forwarded to me the reply of the Brazilian Minister for Foreign Affairs, of which I inclose a copy,* expressing the disbelief of the Brazilian Government in the possibility of any such project being carried into effect.

I am, &c.

(Signed) MALMESBURY.

No. 102.

The Earl of Malmesbury to Her Majesty's Acting Commissioner.

Sir,

Foreign Office, March 4, 1859.

WITH reference to your despatch of the 31st of July last, I transmit, for your information, a copy of a despatch from Her Majesty's Minister at Lisbon,† inclosing a copy of a Portaria issued by the Portuguese Government, containing instructions for the guidance of the Governor-General of Angola, in regard to the carrying out of the Decree of the 3rd of November, 1856, which abolishes the compulsory labour formerly exacted from the negroes in Angola, under the denomination of "serviço de carregadores."

I am, &c.

(Signed) MALMESBURY.

No. 103.

The Earl of Malmesbury to Mr. Gabriel.

(Extract.)

Foreign Office, March 30, 1859.

SIR GEORGE JACKSON having resigned his appointment as Her Majesty's Commissioner in the Mixed British and Portuguese Commission Court, established at Loanda, I have to acquaint you that in consideration of the efficient manner in which you have performed your duties as Her Majesty's Arbitrator in that Court, I have submitted your name to the Queen, and Her Majesty has been pleased to appoint you to succeed Sir George Jackson as Her Majesty's Commissioner.

* Class B, Inclosure in No. 36.

† Ibid., No. 162.

The Earl of Malmesbury to Sir H. Huntley.

Extract.)

Foreign Office, March 30, 1859.

I HAVE to acquaint you that the Queen has been graciously pleased to approve of your holding, in addition to your appointment of Her Majesty's Consul for the province of Angola, the office of Her Majesty's Arbitrator in the Mixed British and Portuguese Commission Court, established at Loanda under the provisions of the Treaty of the 3rd July, 1842, between Great Britain and Portugal, for the suppression of the Slave Trade.

LOANDA. (*Board of Superintendence.*)

No. 105.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received April 22.)

My Lord,

Loanda, January 1, 1858.

I HAVE the honour to transmit to your Lordship herewith, for your information, a translation of the Quarterly Report just made to the Board of Superintendence of Liberated Negroes by the gentleman who, during the temporary absence of the Curator, is acting in that capacity.

2. In consequence of a representation received from the Director of Public Works, complaining of the conduct of the liberto Elizio, in having wounded another African in that Department, and been guilty of frequent delinquencies, the Board met on the 12th November last, and, having duly investigated the matter, ordered that the said liberto should be confined for a period of two months in the fortress of St. Pedro, where he is now undergoing that punishment.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 105.

Report of the Curator of Liberated Africans.

(Translation.)

St. Paul de Loanda, December 31, 1857.

I HAVE the honour to acquaint the Board of Superintendence of Liberated Negroes, that I have visited several times, during the quarter ending this day, the libertos placed in the establishment of Public Works, and found—

1. That they are employed as follows:—

In the trade of stone-masonry—Lourenço Miluange.

In the trade of tinman—Felix Calombe.

In the trade of carpenter—Marcos Ganga.

In the trade of blacksmith—Elizio.

2. That they were receiving proper treatment.

3. By a communication received from the Director of the Public Works on the 4th of November last, the Board was informed that the liberto Elizio had been guilty of wounding another African in that Department, and of frequent insubordinate and disorderly conduct, in consequence of which the Board at its Session of the 12th of the said month resolved that the said liberto should be confined for two months in the fortress of St. Pedro.

4. In accordance with this resolution the said liberto was delivered over to the Governor of the fortress of St. Pedro on the 22nd of the said month, and having been sent to hospital for medical treatment on the 24th of December, he was discharged thence yesterday, and returned to St. Pedro to complete the term of his imprisonment.

In the absence of the Curator,

(Signed) MANOEL ALVES DE CASTRO FRANCINA, *Assistant.*

No. 106.

Her Majesty's Acting Commissioner to the Earl of Clarendon.—(Received June 9.)

My Lord,

Loanda, April 29, 1858.

HEREWITH I have the honour to inclose, for your Lordship's information, a translation of the Report for the quarter ended on the 31st ultimo, received by the Board of Superintendence of Liberated Negroes from the gentleman acting as Curator.

I have, &c.

(Signed) EDMUND GABRIEL.

Inclosure in No. 106.

Report of the Curator of Liberated Africans.

(Translation.)

St. Paul de Loanda, March 31, 1858.

I HAVE the honour to acquaint the Board of Superintendence of Liberated Negroes that I have at various times during the quarter ended this day, visited the libertos placed in the establishment of Public Works, and found—

1. That they are employed as follows :—
In the trade of stone-masonry—Lourenço Miluange.
In the trade of tinman—Felix Calombe.
In the trade of carpenter—Marcos Ganga.
In the trade of blacksmith—Elizio.

2. That they are in all respects properly treated.

In the absence of the Curator,

(Signed)

MANOEL ALVES DE CASTRO FRANCINA, *Assistant.*

No. 107.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received October 18.)

My Lord,

Loanda, July 5, 1859.

WITH this despatch I have the honour to lay before your Lordship a translation of the report for the last quarter which the Curator of Liberated Negroes has presented to the Board of Superintendence.

2. Two of the libertos referred to in this Report, Lourenço Miluange and Marcos Ganga, are already entitled to the enjoyment of their full liberty, they having attained the age prescribed in Article VII of Annex C to the Treaty, and their certificates of emancipation will be delivered to them on the return of his Excellency the Governor-General from a short tour of inspection in the interior. The number then remaining under the superintendence of the Board will be reduced to two, Elizio and Felix Calombe, whose period of service will not expire until next year; but as I have reason to believe that they have acquired sufficient aptitude in their respective trades to be fully capable of maintaining themselves, I purpose inquiring into this matter, and, if such should be the case, proposing to his Excellency that the Board shall, in the exercise of the discretionary authority with which it is invested by Article VII of Annex C, grant them likewise their entire freedom.

I have, &c.

(Signed)

EDMUND GABRIEL.

Inclosure in No. 107.

Report of the Curator of Liberated Africans.

(Translation.)

St. Paul de Loanda, June 30, 1858.

I HAVE the honour to acquaint the Board of Superintendence of Liberated Negroes that during the quarter ending this day, I have visited several times the liberated negroes placed at the Public Works, and found—

1. That they were employed in the following manner :—
In the trade of stone-masonry—Lourenço Miluange.
In the trade of tinsmith—Felix Calombe.
In the trade of carpenter—Marcos Ganga.
In the trade of blacksmith—Elizio.

2. That they were all receiving proper treatment.

In the absence of the Curator,

(Signed)

MANOEL ALVES DE CASTRO FRANCINA, *Assistant.*

No. 108.

Her Majesty's Acting Commissioner to the Earl of Malmesbury.—(Received January 14, 1859.)

My Lord,

Loanda, October 26, 1858.

REFERRING to my despatch of the 5th July last, I have now the honour of acquainting your Lordship that immediately on his Excellency the Governor-General's return from an official visit to some of the districts in the interior of this province, the Board of Superintendence held a meeting for the purpose of receiving the Curator's Report respecting the libertos Marcos Ganga and Lourenço Miluange, who, having completed the age prescribed in the 2nd paragraph of Article VII of

Annex C to the Treaty of 1842, had become entitled to the enjoyment of their full liberty, and certificates of emancipation, in the form approved of by your Lordship in a despatch to Her Majesty's Commissioner at this place, dated 29th October, 1852, were duly delivered to them.

2. Having previously inquired into the proficiency and conduct of the only two remaining libertos, Felix Calombe and Elizio, and ascertained from the Director of Public Works that, after having served nine years at their respective trades in that establishment, they had acquired ample experience to enable them to earn their own living, I proposed to the Governor-General that the Board should remit the remaining term of their apprenticeship, one year, and concede to them also their entire emancipation. His Excellency having very readily concurred in this proposal, the certificates of freedom of the above-mentioned libertos were also signed and sealed on the same occasion.

3. The whole of the Africans under the charge of the Board having now been granted their full and permanent liberty, it appeared to me that the expenditure on account of the Curator's salary would, in consequence, become a superfluous one, and that advantage might be taken of the opportunity of putting an end to it. With this object in view, I proposed to his Excellency the Governor-General that the functions of the Board of Superintendence should be suspended, and that the Curator should be instructed to deliver over to me all the books and papers connected therewith, to be kept with the archives of Her Majesty's Commission until occasion should arise when the services of such an officer might be again required. In this suggestion his Excellency at once acquiesced, and I have accordingly taken charge of the whole of the records of the Board, as specified in an inventory drawn up and signed by Senhor Manoel Alves de Castro Francina, who has, during the absence of Senhor Ferro, been acting as Curator, and I have transmitted to the Governor-General duplicate original of that inventory, with my receipt annexed.

4. The salary of the Curator accordingly ceased on the 31st August last, the day on which the Board came to the decision above reported.

5. I have the honour to subjoin a translation of the Minute of Session of that day, and, trusting that my proceedings in this matter may meet with your Lordship's approbation, I have, &c.

(Signed)

EDMUND GARRIEL.

Inclosure in No. 108.

Minute of Session of the Board of Superintendence of the 31st of August, 1858.

(Translation.)

ON the 31st day of the month of August, 1858, in the city of Loanda, in the province of Angola, and at the palace of the government of that province: Present—His Excellency the Governor-General José Rodrigues Coelho do Amaral, and Edmund Gabriel, Esquire, Her Britannic Majesty's Acting Commissioner in the Portuguese and British Mixed Commission. It was stated by the Assistant of the Curator of Liberated Negroes that the libertos Marcos Ganga, carpenter, and Lourenço Miluange, mason, had completed the time during which they ought to be under the charge of the Government of the province, and the Board having ascertained that they had attained the age prescribed in the second part of Article VII of Annex C to the Treaty of the 3rd of July, 1842, determined on granting to them their full liberty, and there were accordingly delivered to them certificates of the following tenour.

(Here follow copies of the certificates of freedom of Marcos Ganga and Lourenço Miluange, in the form approved by Her Majesty's Secretary of State for Foreign Affairs in a despatch to Her Majesty's Commissioner dated the 29th of October, 1852.)

The Acting British Commissioner then proposed that full freedom should also be conceded to the two remaining libertos, Felix Calombe and Elizio, in consequence of their having acquired sufficient knowledge of their trades, the former as tinman, the latter as blacksmith, to gain their own livelihoods: and seeing, moreover, that no complaint has been made of the behaviour of Felix Calombe, and that the liberto Elizio has lately conducted himself properly. The Board having taken the above proposal into consideration, resolved that certificates of complete emancipation should also be delivered to the said libertos, which certificates are as follows.

(Here follow copies of the certificates of Felix Calombe and Elizio in the form above referred to.)

The Acting British Commissioner further proposed that, in consequence of there being no more libertos under the charge of the Board, the duties thereof should be suspended for the present, and that the Curator should be instructed to deliver up all the books and papers, and other articles now in his charge, to be deposited amongst the archives of the British Commissioners in this city, a receipt for the same being duly transmitted to the Governor-General, in order that the same may be placed on record. His Excellency the Governor-General coincided in this proposal, and the necessary orders were accordingly given by the Board to the gentleman acting for the Curator.

And that it may so appear the present Minute has been drawn up and signed by the Members of the Board, with me, Manoel Alves de Castro Francina, the Assistant of the Curator, acting as Secretary, who wrote it.

(Signed)

J. R. COELHO DO AMARAL,

Governor-General.

EDMUND GABRIEL,

Acting British Commissioner.

(Signed)

MANOEL ALVES DE CASTRO FRANCINA.

No. 109.

The Earl of Malmesbury to Her Majesty's Acting Commissioner.

Sir,

Foreign Office, January 22, 1859.

I HAVE received your despatch of the 26th of October last, and I have, in reply, to acquaint you that I approve your proceedings in connection with the Board of Superintendence of Liberated Africans, as reported in that despatch.

I am, &c.

(Signed) MALMESBURY.

PROCEEDINGS
OF
VICE-ADMIRALTY COURTS.

ST. HELENA.

No. 110.

Judge Wilde to the Earl of Malmesbury.—(Received July 17.)

My Lord,

St. Helena, June 4, 1858.

I HAVE the honour to forward to your Lordship an abstract of the particulars of the case of a canoe and slaves seized by Commander Bowden, of Her Majesty's steam-sloop "Medusa," and adjudicated in the Vice-Admiralty Court of this Colony on the 31st ultimo.

This canoe, with 31 male and 2 female slaves, was captured by Lieutenant Nott, an officer of the "Medusa," when cruising in command of the boats, in the River Congo, about ten miles below Punta da Lenha, on the evening of the 28th April last.

The canoe was destroyed, and the slaves sent to St. Helena in Her Majesty's steam-sloop "Firefly," Commander Day.

None of the crew of the canoe were found on board at the time of its being captured by Lieutenant Nott, nor were any papers found. It was therefore pronounced to have been liable to forfeiture, as a vessel engaged in the Slave Trade, and not entitled to the protection of any flag, and the surviving slaves (32), one having died since their arrival at St. Helena, condemned to Her Majesty.

I have, &c.

(Signed) W. WILDE.

Inclosure 1 in No. 110.

Abstract of the case of a canoe or vessel, name unknown.

CANOE, name and nation unknown.

Without papers or colours.

Detained on the 28th day of April, 1858, in the River Congo, by Edward Thomas Nott, Lieutenant in charge of the whaler and cutter of Her Majesty's steam-sloop "Medusa," William Bowden, Esquire, Commander.

Had on board 31 male and 2 female slaves.

The canoe was destroyed by the orders of Captain Bowden, and the slaves were brought to St. Helena by George Day, Esquire, commanding Her Majesty's steam-sloop "Firefly."

Arrived at St. Helena on the 21st May, 1858.

Adjudicated on the 31st May, 1858.

The canoe pronounced to have been liable to forfeiture as a vessel engaged in the Slave Trade, and not entitled to the protection of any flag.

The slaves alive (32) at the time of adjudication condemned to Her Majesty.

Burden not known.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 110.

Judgment in the case of a canoe or vessel, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday, the thirty-first day of May, in the year of our Lord one thousand eight hundred and fifty-eight, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain canoe or vessel, name and nation unknown, and also against 31 male slaves and 2 female slaves, seized as liable to forfeiture by William Bowden, Esquire, Commander of Her Majesty's steam-sloop "Medusa."

In pain of parties cited not appearing, Baker returned monition duly executed, and referred to the affidavit of George Farrell, captain of the maintop, of and belonging to Her Majesty's steam-sloop "Medusa," heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said canoe or vessel, name unknown, and not being justly entitled to claim the protection of the flag of any State or nation, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such or otherwise subject and liable to forfeiture;

And further pronounced the 31 male slaves and 2 female slaves, found on board of the said canoe or vessel at the time of the seizure thereof, to have been by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture, and condemned the 30 male slaves and 2 female slaves surviving at the time of adjudication, to the sole use of our Sovereign Lady the Queen, her heirs and successors.

(Signed) JNO. N. FIRMIN, Registrar.

No. 111.

Judge Wilde to the Earl of Malmesbury.—(Received August 27.)

My Lord,

St. Helena, July 22, 1858.

I HAVE the honour to transmit to your Lordship an abstract of the particulars of the case of a schooner called the "*Angeline of Prospect*," detained by Commander Courtenay, of Her Majesty's steam-sloop "Conflict," on the West Coast of Africa, on the 11th of June last, and condemned in the Vice-Admiralty Court of this Colony for being engaged in the Slave Trade.

This vessel was sailing under American colours, and had papers on board, purporting, according to the affidavit of Lieutenant Henderson, the boarding officer, to entitle the vessel to claim the protection of that flag, but which, on examination, were found to be apparently irregular and incomplete. One of them, according to the same officer's report, was a sea-letter or license, dated the 17th February, 1858, signed by the American Consul at Havana, ordering the schooner to proceed to Boston for further papers, which the master said he had not done, in consequence of having received subsequent instructions from the Havana, directing him to proceed to St. Thomas, on the coast of Africa.

On these circumstances being reported to Commander Courtenay, he detained the vessel, with the view of taking her to the Commodore of the American squadron, to be searched and examined. But the master having two days afterwards hauled down the American flag, and thrown it, and the papers said to have belonged to the vessel overboard, Captain Courtenay had the vessel examined, and finding her to be completely equipped for the Slave Trade, with three Spaniards on board, in addition to the eight persons of whom the master at first represented the crew to consist, sent her to St. Helena for adjudication, as a vessel engaged in the Slave Trade, and not entitled to the protection of any flag.

I have, &c.

(Signed) W. WILDE.

P.S.—The master of the above vessel died the day after his arrival at St. Helena.

Inclosure 1 in No. 111.

Abstract of the case of the schooner "Angeline of Prospect."

SCHOONER, called the "*Angeline of Prospect*."

Nation unknown.

Master, John Charles Smith.

Was sailing under the American flag, and had papers on board; among them a sea-letter signed by the American Consul at Havana, all of which were afterwards torn up, and, together with the flag, thrown overboard by the master.

Crew—11 persons (3 of whom were apparently Spaniards), removed to Her Majesty's steam-sloop "*Conflict*," with the exception of 2, brought to St. Helena in the said schooner.

Detained on the 11th day of June, 1858, in latitude 5° 56' south, and longitude 11° 56' east, on the West Coast of Africa, by Richard William Courtenay, Esquire, Commander of Her Majesty's steam-sloop "*Conflict*."

Had a slave-deck fore and aft, an extraordinary number of water-casks, a larger quantity of water in casks than was requisite for the consumption of the crew of the vessel as a merchant-vessel, hatches with open gratings, two boilers of an unusual size, a large number of bricks, an extraordinary quantity of rice, beans, jerked beef, and mess-tins, beyond what could possibly be requisite for the use of the crew of the vessel as a merchant-vessel, and a large number of urine-tubs, such as are commonly used in the Slave Trade.

Arrived at St. Helena, with the master and one of the crew of the schooner, on the 29th June, 1858, under the command of Lieutenant Henderson, of Her Majesty's steam-sloop "*Conflict*."

Adjudicated on the 8th day of July, 1858.

Condemned as a vessel engaged in the Slave Trade, and not entitled to the protection of any flag; ordered to be broken up, and sold in separate parts.

Burden, 107 $\frac{1}{16}$ tons.

(Signed)

JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 111.

Judgment in the case of the schooner "Angeline of Prospect."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the eighth day of July, in the year of our Lord one thousand eight hundred and fifty-eight, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain schooner or vessel, called the "*Angeline of Prospect*," whereof John Charles Smith was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Richard William Courtenay, Esquire, Commander of Her Majesty's steam-sloop "*Conflict*."

In pain of parties cited not appearing, Fowler, for Gideon, returned monition duly executed, and referred to the affidavit of Alexander Henderson, Second Lieutenant of and belonging to Her Majesty's steam-sloop "*Conflict*," heretofore exhibited and remaining in the Registry of the Court.

The Judge, at his petition, having heard the said affidavit read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said schooner or vessel "*Angeline of Prospect*" (not being justly entitled to claim the protection of the flag of any State or nation), to have been at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture and condemnation, and condemned the said schooner "*Angeline of Prospect*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly;

And further pronounced that the said cargo should be sold, and that the said schooner or vessel (not having been taken into Her Majesty's service), should be broken up, and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed)

JNO. N. FIRMIN, *Registrar*.

No. 112.

Judge Wilde to the Earl of Malmesbury—(Received October 3.)

My Lord,

St. Helena, August 12, 1858.

I HAVE the honour to transmit to your Lordship, an abstract of the particulars of the case of a brigantine detained by Commander Truscott, of Her Majesty's brig "*Heron*," for being engaged in the Slave Trade.

This vessel was discovered becalmed off Loango on the West Coast of Africa on the 9th ultimo, and was sailing under the American flag. Captain Truscott, being dissatisfied with her papers, detained her till the following day, when he opened her hatches, and found a spare boiler packed in a case, and other slave-equipment. At the time of the search he again demanded her papers, but they were not then forthcoming, nor does any further account of them appear in the case.

On the next day, the 11th, the master finding that he was about to be sent to

the Commander-in-chief of the American squadron, hauled down the American flag and threw it overboard. Under these circumstances, Captain Truscott sent the brigantine, with three of the crew, to this port for adjudication, where she was condemned as a vessel engaged in the Slave Trade, and not entitled to the protection of any flag.

I have, &c.
(Signed) W. WILDE.

Inclosure 1 in No. 112.

Abstract of the case of a brigantine, name unknown.

BRIGANTINE, name and nation unknown.

Master's name unknown.

Was sailing under the American flag, which was afterwards thrown overboard by the master.

Had papers when boarded by the officer of the "Heron," but which were not produced when subsequently demanded by Commander Truscott.

Crew 13 men and 2 passengers, removed to Her Majesty's brig "Heron," with the exception of 3 brought to St. Helena in the said brigantine.

Detained on the 9th day of July, 1858, off Black Point, near Loango, on the West Coast of Africa, by William Henderson Truscott, Esquire, Commander of Her Majesty's brig "Heron."

Had on board a large slave-boiler, packed in a case, of a description usually found in slave-vessels. A number of water-casks, three or more of which were large leaguers filled with water, the said water-casks being capable of containing more water than would be used or required in a vessel of the size of the said brigantine if engaged solely in lawful commerce. Also twenty-five or more shooks of stave of large leaguers, capable of being readily converted into water-casks, with other slave-equipment. The cargo consisted chiefly of rum. Eighty doubloons were found on board.

Arrived at St. Helena on the 24th day of July, 1858, with three of the crew of the said brigantine, under the command of Frederick Horatio Blair, mate of Her Majesty's brig "Heron."

Adjudicated on the 2nd day of August, 1858.

Condemned as a vessel engaged in the Slave Trade, and not entitled to the protection of any flag; ordered to be broken up, and sold in separate parts.

Burthen, 118·08 tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 112.

Judgment in the case of a brigantine, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Monday, the second day of August, in the year of our Lord one thousand eight hundred and fifty-eight, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed :

Our Sovereign Lady the Queen against a certain brigantine or vessel, name and nation unknown, her tackle, apparel, and furniture, the cargo laden therein, and the money found on board, seized as liable to forfeiture by William Henderson Truscott, Esquire, Commander of Her Majesty's brig "Heron."

In pain of parties cited not appearing, Baker returned monition duly executed, and referred to the affidavits of Frederick Horatio Blair, mate of and belonging to Her Majesty's brig "Heron," and Eden Baker, Proctor in the Vice-Admiralty Court of St. Helena, heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said brigantine or vessel, name unknown, not being justly entitled to claim the protection of the flag of any state or nation, to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and, as such or otherwise, subject and liable to forfeiture and condemnation, and condemned the said brigantine or vessel, her tackle, apparel, and furniture, and the cargo laden therein, together with the money found on board, as forfeited to our Sovereign Lady the Queen, her heirs and successors ;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service), should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

No. 113.

Judge Wilde to the Earl of Malmesbury.—(Received October 11.)

My Lord,

St. Helena, July 26, 1858.

I HAVE the honour to transmit to your Lordship an abstract of the particulars of the case of a vessel condemned on the 16th instant in the Vice-Admiralty Court of this Colony, for being engaged in the Slave Trade.

This vessel was a brigantine, sailing under American colours, but without

papers, detained by Lieutenant Hodgkinson, in command of Her Majesty's steam-vessel "Viper," off the mouth of the Congo on the 20th ultimo.

She had a slave-equipment on board, and a number of men, I believe Spaniards, concealed in the hold, in addition to the crew who were navigating the vessel at the time of her detention.

When Lieutenant Hodgkinson ordered the hatches to be opened, under which the men were concealed, the crew of the brigantine hauled down the American flag and threw it overboard. Under these circumstances, she was condemned as a vessel not entitled to the protection of any flag.

I have, &c.
(Signed) W. WILDE.

Inclosure 1 in No. 113.

Abstract of the case of the brigantine "St. Andrew."

BRIGANTINE called the "*St. Andrew*."

Nation unknown.

Master unknown.

Displayed the American flag.

Without papers.

Number of persons on board at the time of the seizure not stated in the affidavits.

In addition to the crew who were navigating the vessel, a number of persons, Spaniards, were found concealed below the after-hatch.

Detained on the 20th day of June, 1858, off the month of the River Congo, on the West Coast of Africa, by Austin Bissell Hodgkinson, Esquire, Lieutenant Commanding Her Majesty's steam-vessel "Viper."

Had hatchways and openings in the deck, a fore-scuttle, a large main hatchway, an after-hatchway, lately enlarged by removing one plank on each side, and fitted with a grating. A second after-hatchway in the after-cabin of the house on deck 5 feet long by 3 feet 8 inches wide, fitted with a grating; a large number of water-casks, capable of containing much more water than could be required for the use of the crew of the vessel as a merchant-vessel; beams and planks sufficient in quantity, and of the necessary size to lay a slave-deck, with chocks ready cut to fix to the sides of the vessel for laying the said deck, by placing the ends of the beams in the said chocks and planks upon the beams; large iron boilers and furnace, contained in two cases and stowed below, in addition to the galley and cooking apparatus on deck; with other slave-equipments, and a box containing 380 doubloons.

Arrived at St. Helena on the 6th day of July, 1858, with three of the crew of the said brigantine, under the command of Thomas Leyland Woods, Midshipman, of Her Majesty's steam-vessel "Viper."

Adjudicated on the 16th day of July, 1858.

Condemned as a vessel engaged in the Slave Trade, and not entitled to the protection of any flag; ordered to be broken up and sold in separate parts.

Burthen, 104·64 tons.

(Signed) JNO. N. FIRMIN, Registrar.

Inclosure 2 in No. 113.

Judgment in the case of the brigantine "St. Andrew."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Friday, the sixteenth day of July, in the year of our Lord one thousand eight hundred and fifty-eight, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel called the "*St. Andrew*," nation unknown, her tackle, apparel, and furniture, the cargo laden therein, and the money found on board, seized as liable to forfeiture by Austin Bissell Hodgkinson, Esquire, Lieutenant, Commanding Her Majesty's steam-vessel "Viper."

In pain of parties cited not appearing, Baker returned monition duly executed, and referred to the affidavits of Thomas Leyland Woods, Midshipman of and belonging to Her Majesty's steam-vessel "Viper," George Duncan, Quartermaster of Her Majesty's said steam-vessel, and Eden Baker, Proctor in the Vice-Admiralty Court of St. Helena, heretofore exhibited, and remaining in the Registry of this Court.

The judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said brigantine or vessel "*St. Andrew*," not being justly entitled to claim the protection of the flag of any State or nation, to have been at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture and condemnation, and condemned the said brigantine or vessel "*St. Andrew*," her tackle, apparel, and furniture, and the cargo laden therein, together with the money found on board, as forfeited to our Sovereign Lady the Queen, her heirs and successors;

And further pronounced that the said cargo should be sold, and that the said brigantine or vessel (not having been taken into Her Majesty's service), should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, Registrar.

No. 114.

Judge Wilde to the Earl of Malmesbury.—(Received November 1.)

My Lord,

St. Helena, August 26, 1858.

I HAVE the honour to transmit to your Lordship an abstract of the particulars of the case of a barque called the "*Governor Parris*," detained by Commander Truscott, of Her Majesty's brig "*Heron*," on the West Coast of Africa, on the 2nd July last, for being engaged in the Slave Trade.

This vessel, like several others of which I have recently had the honour to forward abstracts to your Lordship, was sailing under American colours, and appears to have been furnished with ship's papers when boarded by the officers of the "*Heron*," which, however, the master refused to produce, when subsequently required to do so by Commander Truscott. She was equipped for the Slave Trade, and had four Spaniards concealed in the hold.

Finding that a prize crew was about to be put on board, the master caused the flag to be hauled down and thrown overboard.

On the passage to St. Helena, the master delivered to the officer in charge a paper purporting to be a sailing-letter, under the seal of the Consul-General of the United States of America at Havana, dated the 10th February, giving permission to the barque "*Governor Parris*" to proceed to Charleston to procure a register and papers. This being the only paper produced, and the master having, by hauling down, repudiated the American flag, I did not consider her entitled to its protection, and decreed condemnation accordingly.

I have, &c.
(Signed) W. WILDE.

Inclosure 1 in No. 114.

Abstract of the case of the barque "Governor Parris."

BARQUE, called the "*Governor Parris*."

Nation unknown.

Master, Charles F. Musans.

Was sailing under the American flag, which was, by the orders of the master, thrown overboard by some of the crew.

Had papers when boarded by the officers of the "*Heron*," but which were not produced when subsequently demanded by Commander Truscott.

During the voyage from the coast of Africa to St. Helena, the master of the barque delivered to the officer in charge (Charles Villiers Udney) a sailing-letter, under the seal and signature of the Consul-General of the United States of America at Havana, giving permission to the barque "*Governor Parris*" to proceed to Charleston to procure a register and papers.

Crew, 16 persons, including master.

Four Spaniards were found concealed below under the fore-hatch, which was battened down and cables ranged over it.

Detained on the 2nd day of July, 1858, in latitude 4° 43' south, and longitude 10° 48' east, by William Henderson Truscott, Esquire, commander of Her Majesty's brig "*Heron*."

Had a slave-deck laid, fore and aft, 4 feet 8 inches below the upper deck; three large boilers, with a large number of bricks suitable for building up the said boilers; a number of water-casks of large size, commonly called leaguers, capable of containing more water than could be required for the crew of a vessel of the size of the "*Governor Parris*," on any lawful voyage, with other slave-equipment. The cargo consisted chiefly of casks of spirits.

Arrived at St. Helena on the 6th day of August, 1858, with the master and two of the crew of the said barque, under the charge of Charles Villiers Udney, Midshipman of Her Majesty's brig "*Heron*."

Adjudicated on the 19th day of August, 1858.

Condemned as a vessel engaged in the Slave Trade, and not entitled to the protection of any flag; ordered to be broken up and sold in separate parts.

Burthen, 219·25 tons.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 114.

Judgment in the case of the barque "Governor Parris."

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Thursday, the nineteenth day of August, in the year of our Lord one thousand eight hundred and fifty-eight, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain barque or vessel, nation unknown, called the "*Governor*"

Parris," whereof Charles F. Musans was master, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by William Henderson Truscott, Esquire, commander of Her Majesty's brig "Heron."

In pain of parties cited not appearing, Baker returned monition duly executed, and referred to the affidavits of Charles Villiers Udney, midshipman of and belonging to Her Majesty's brig "Heron," heretofore exhibited and remaining in the registry of this Court;

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said barque or vessel "*Governor Parris*" (not being justly entitled to claim the protection of the flag of any State or nation) to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of the 3rd of Victoria, cap. 73, and as such, or otherwise, subject and liable to forfeiture and condemnation, and condemned the said vessel "*Governor Parris*," her tackle, apparel, and furniture, and the cargo laden therein, as forfeited to our Sovereign Lady the Queen, her heirs and successors;

And further pronounced that the said cargo should be sold, and that the said barque or vessel (not having been taken into Her Majesty's service) should be broken up and be entirely demolished, and that the materials thereof should be publicly sold in separate parts, as in and by law in such case made and provided.

(Signed) JNO. N. FIRMIN, *Registrar*.

No. 115.

Judge Wilde to the Earl of Malmesbury.—(Received January 27, 1859.)

My Lord,

St. Helena, December 23, 1858.

I HAVE the honour to forward to your Lordship an abstract of the particulars of the case of a brigantine, detained on the 11th day of October last, by Lieutenant Hodgkinson, commanding Her Majesty's steam-vessel "*Viper*," on the West Coast of Africa, for being engaged in the Slave Trade.

This vessel was furnished with beams and planks for erecting a second or slave-deck, with other slave equipment. She was destroyed by the captor for unseaworthiness, and the billet-head sent to St. Helena for adjudication.

No defence being made, she was pronounced to have been engaged in the unlawful Traffic, and the billet-head condemned accordingly.

I have, &c.

(Signed) W. WILDE.

Inclosure 1 in No. 115.

Abstract of the case of a brigantine, name unknown.

BRIGANTINE, name and nation unknown.

Name of master unknown.

No colours or papers found on board, but a flag and some papers were thrown overboard by one of the crew.

Crew, 16 persons, of whom the greater part spoke the Spanish language, and some spoke English; they were landed at Loango.

Detained on the 11th day of October, 1858, off a place called Banda Point, near Calongo, on the West Coast of Africa, by Austin Bissell Hodgkinson, Esquire, Lieutenant commanding Her Majesty's steam-vessel "*Viper*."

Had beams and planks sufficient for laying a second or slave-deck, with chocks fitted to the sides of the vessel, ready to receive the ends of the beams; large water-casks, of the description commonly called leaguers, thirty or more in number, such as are usually found on board vessels engaged in the Slave Trade, and containing a large quantity of water, more than would be necessary for the use of the crew as a merchant-vessel on any lawful voyage.

A large number of mess-tins and other utensils, such as are usually found on board vessels engaged in the Slave Trade, and more than sufficient for the use of the crew of a merchant-vessel.

An extraordinary quantity of rice, farinha, beans, and other provisions, such as are usually found on board vessels engaged in the Slave Trade.

Was surveyed by the order of Lieutenant Hodgkinson, and being reported to be leaky and unseaworthy was burnt.

The billet-head of the vessel was brought to St. Helena for adjudication.

Adjudicated on the 15th day of December, 1858.

Vessel pronounced to have been liable to forfeiture.

The billet-head condemned.

Burthen, not calculated.

Measurement:—

Length, from taffrail to night-heads, 87 feet 6 inches.

Breadth, out and out, 23 feet.

Depth of pump-well, 14 feet.

(Signed) JNO. N. FIRMIN, *Registrar*.

Inclosure 2 in No. 115.

Judgment in the case of a brigantine, name unknown.

In the Vice-Admiralty Court of St. Helena.

AT a Court holden at James Town, in the Island of St. Helena, on Wednesday, the fifteenth day of December, in the year of our Lord one thousand eight hundred and fifty-eight, before the Worshipful William Wilde, Esquire, Judge and Commissary of the Vice-Admiralty Court of St. Helena, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brigantine or vessel, name and nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, seized as liable to forfeiture by Austin Bissel Hodgkinson, Esquire, Lieutenant commanding Her Majesty's steam-vessel "Viper."

In pain of parties cited not appearing, Baker returned monition duly executed, and referred to the affidavits of James Tink, Quartermaster of and belonging to Her Majesty's steam-vessel "Viper," and Eden Baker, Proctor, heretofore exhibited and remaining in the Registry of this Court.

The Judge, at his petition, having heard the said affidavits read, on his motion as counsel on behalf of Her Majesty, by interlocutory decree pronounced the said brigantine or vessel, name unknown (not being justly entitled to claim the protection of the flag of any State or nation), to have been, at the time of the seizure thereof, equipped for and engaged in the Slave Trade, contrary to the provisions of the Act of Parliament made and passed in the third year of Her Majesty, cap. 73, and as such, or otherwise, subject and liable to forfeiture; and condemned the billet-head, part of and belonging to the said brigantine or vessel, and brought to St. Helena, as forfeited to our Sovereign Lady the Queen, her heirs and successors, accordingly.

(Signed) JNO. N. FIRMIN, *Registrar.*

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 116.

Commander Courtenay to the Secretary to the Admiralty.

Sir, "Conflict," River Congo, February 28, 1858.
I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that on the 27th February last, I seized a schooner, without any papers or colours, called the "*Wintermoyeh*," of Flushing, in the River Congo, with slave equipments on board, namely, an extraordinary number of water-casks, and planks for a slave-deck, and have sent her to Sierra Leone, under charge of Lieutenant Henderson, for adjudication.

I have, &c.
(Signed) R. W. COURTENAY.

No. 117.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.) "Boscawen," off Cape Palmas, March 2, 1858.
HAVING left Sierra Leone on the morning of the 21st ultimo, I anchored off Monrovia on the evening of the 24th.

I was disappointed at finding that both the President and Vice-President of Liberia had left the town on a tour of inspection, and that the Government was, in their absence, represented by Mr. Warner, the Secretary of State.

Having landed in the morning, I walked through the town with Mr. Newnham, Her Majesty's Consul, and called on Mr. Warner.

The latter did not appear inclined to enter into the subject of French emigration, and I did not press it upon him.

I had much conversation with Mr. Newnham thereon, and I will endeavour to place before the Lords Commissioners of the Admiralty the results of the information I have collected respecting it.

The President's Message to the Legislature, dated 10th of December last, gives a summary of the question up to that date.

After alluding to the attempt made by the English to obtain emigrants, and which had been given up, he goes on to say:—

"M. Chevalier, a French citizen, commenced prosecuting a similar enterprise on our coast in 1852 or 1853, and I regret to have to say that such have been the intolerable evils resulting from the same, that this Government has been compelled more than once to adopt pacific measures for their suppression. I will forbear to particularize further than to say that, by this system, wars have been fomented among the native tribes within this Republic to make prisoners with which to supply the emigrant ships."

CLASS A.

The President further observes that, in March last, having found M. Chevalier at Cape Mount with a ship for emigrants, he informed him that it was "legally and indispensably requisite that she should go to Monrovia and obtain passports from the Secretary of State for each emigrant."

The midshipman who carried the message met a canoe, and took from her a man securely bound with cords. This man had been seized that morning only five miles from Robertsport (Cape Mount), and was being carried off by force, as an emigrant, to M. Chevalier.

M. Chevalier assured the President that he would faithfully comply with the Regulations, and went to Monrovia, but, before the President's return, had sailed to the eastward on the same errand, and had "evaded," while at Monrovia, "a compliance with the Passport Law, without absolutely refusing such compliance."

The President, after waiting in vain for the arrival of the French Commodore, was induced, by his disappointment in this expectation, and by the return, in August, of M. Chevalier to the coast, with an additional number of vessels, some steamers, and their "actual engagement in the same business, generating thereby intestine wars, and a system of kidnapping, among and by the natives within the jurisdiction of this Republic," to communicate directly with the French Government, "respectfully setting forth the main facts of the case, and requesting that prompt action be taken to cause French subjects to desist at once from the violation of our statute laws, as well as express treaty stipulations subsisting between the two nations."

The answer to this communication had not been received.

The President concludes his reference to this subject by expressing a hope that, before another application is made, the Senate and House of Assembly "will have so modified the law as will, consistently with our Republicanism, put an effectual stop to the system."

I could not ascertain from Mr. Newnham that any answer had yet been received from the French Government.

The Legislature, in their late session, had passed an Act, of which, as it is not yet printed, I could not obtain a copy, establishing new restrictions on the exportation of negroes, one of which, I understand, is exacting security of bond from those who are desirous of exporting them.

A French ship, the "*Regina Cœli*," of Nantes, is now at Cape Mount, having so far complied with the Regulations; M. Luxin, the captain, is, I believe, employed by M. Régis, and has no connection with M. Chevalier. He has succeeded in obtaining 200 emigrants, the price varying from 8 to 10 dollars, paid partly in goods.

Mr. Newnham, who is also Consul for France, does not seem to doubt that, in accordance with the Regulations, the "*Regina Cœli*" will return to Monrovia for passports before leaving the coast.

Mr. Newnham stated, further, that there was no doubt that these operations, by their effect on the native population, were interfering with legitimate trade.

No. 118.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.)

April 15, 1858.

BEFORE finally leaving the West Coast, I have the honour to lay before their Lordships a summary of the present state of affairs there, as collected from my own observations and from the reports of the Commodore and Senior Officers of Divisions to the following dates:—North Division, 13th March, 1858; Bights Division, 28th March, 1858; South Division, 18th February, 1858.

In the Northern Division there is no reason to believe that the Slave Trade is now carried on, though it would be imprudent to give up the watching of the rivers between the Gambia and Sierra Leone. The report brought to the latter place of a vessel having arrived in the Pongas to ship slaves, appears to have been unfounded.

The chief duties of the squadron on that coast will therefore be the general protection of British interests, and for that service I have allotted the "*Childers*," "*Alecto*," "*Trident*," and "*Spitfire*," directing Commander Hickley, the senior officer, to station one of them in the Gambia.

Bights Division.—There is no doubt that the vigilance of our cruisers alone has prevented the shipment of large numbers of slaves from the lagoons communicating with Whydah.

The increase of the squadron has been most advantageous, and the cruisers, under Commander Aplin's judicious guidance, have been so far, I hope, completely successful.

The squadron at present consists of the "*Hecla*," "*Trident*" (to be relieved by "*Ardent*"), "*Triton*," "*Sharpshooter*," "*Pluto*," and "*Brune*."

I have stated that there is no doubt that the Slave Trade in the neighbourhood of Whydah is checked only by our cruisers; in proof of this I may mention that all the reports from British residents show that the demand for slaves in the interior markets has much increased, that the slave-hunts from Abomey and from Abbeokuta have been revived, and that three undoubted slavers, with two suspected vessels, are at this moment on the coast.

These are, the "*Marshall*" and the "*Hanover*," both under American colours; and the "*Don Juan*," Spanish brig lately purchased, it is said, by slave-dealers, off Appi, watched by the "*Trident*."

There is also reason to suspect the American barque "*Firefly*," boarded by the "*Pluto*" on the 10th of March last, and a Portuguese schooner.

I have written to the American Commander-in-chief the annexed letter, earnestly pressing him to station an American ship of war in the Bights.

South Division.—Commander Burgess reports that no suspicious vessel has been seen on the South Coast for some time. There is, however, one vessel reported which Commodore Wise has reason to believe is a slaver; the "*Merchant*" schooner, under American colours.

I have no doubt that the presence of the American corvette "*Dale*," on the South Coast since September last, her seizure of the "*W. G. Lewis*," and the capture of so many vessels by our cruisers, have checked, for a time, the attempts to ship slaves; but I cannot doubt that these attempts will be renewed as soon as the more favourable season for getting off the coast returns.

Another cause has also been in operation in the scarcity of food, amounting almost to a famine, which has prevailed in the neighbourhood of the Congo and Loanda for the last year.

Commander Burgess reports that the French Agents at Loango are purchasing slaves at 15 dollars a-head; that in the Congo, negroes are selling themselves, and that at Loanda 48 slaves had been picked up who had been deserted by their masters from their inability to feed them.

This might probably interfere with the arrangement of the slave-dealers, who had calculated on obtaining farinha for their vessels on the coast; but when new arrangements are made, will, from the low price of slaves, give an additional stimulus to the trade.

Inclosure in No. 118.

Rear-Admiral Sir F. Grey to Commodore Conover.

Sir,

"*Boscawen*," at Prince's Island, March 25, 1858.

I DID myself the honour of writing to you from Sierra Leone for the purpose of affording you some information asked for by Commander McBlair. I have since visited the Bight of Benin, and I think it my duty to acquaint you with the circumstances I learned there, showing that the flag of the United States is there also fraudulently assumed by vessels fitted out for slaves.

The first vessel I will mention is the "*Marshall*," a brigantine, which has been on the coast since November last, but has been so closely watched that she has not hitherto succeeded in shipping her cargo. My last account of her is, that the Governor of Accra had detained her in the beginning of this month in consequence of her having left Annamaboe without her papers, which, in accordance with the Port Regulations, had been lodged in the custom-house there. The master had only a certificate, which is given as a protection in the event of a vessel being blown off, or forced to put to sea. Commodore Wise informed the master that, as he was not obliged to go to sea without his papers, this would not protect him on the high seas. There seems reason to believe that in a former case the same vessel was allowed to pass free with one of these certificates, and actually shipped a cargo of slaves. I have little doubt that in this instance the master, knowing his papers to be fraudulent, preferred the chance of being protected by the certificate to having them subjected to a close examination.

A second vessel, the "*Hanover*," schooner, has in like manner been hovering on the coast, and, from positive information, is known to have run into Adaffie, to ship slaves, and was only prevented doing so by the presence of one of our cruisers.

I believe that no American ship of war has been cruising in the Bights of Benin for a considerable time, and that the flag of the United States is therefore assumed with comparative impunity. I hope, however, that, being now informed of these circumstances, you may be induced to appropriate one of the cruisers which your Government

by the Treaty of Washington engage to maintain for the suppression of Slave Trade, to watch that part of the coast lying between Cape St. Paul and Badagry, as there is no doubt that other attempts will be made to ship slaves from it during the prevalence of the stronger winds which prevail in May. The Commodore of Her Majesty's cruisers under my command would gladly co-operate with any officer you might employ for the purpose of defeating these attempts.

I have, &c.
(Signed) F. W. GREY.

No. 119.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

April 7, 1858.

ON the 25th February communicated with the "Heron" off the Congo, and entered the river the same day for water. Commander Courtenay of "Conflict" sent a boat up to Punta de Lenha, where, on the 27th, they captured the schooner "*Wintermoyeh*," of Flushing, without papers or colours, equipped for the Slave Trade. This vessel had entered the river a day or two previously under American colours; she had fitted out in the Havana, with leaguers for water, plank for a slave-deck, and a cargo of rum. No further information could be obtained.

* * * * *

On 12th March, off Red Point, the "Conflict" fell in with and captured the slaver-barque "*Almeida*," of New York, without papers or colours, and equipped for the Slave Trade. She had arrived off the coast a few days before, under American colours, and had intended to have entered the Congo, but learning from a Cabenda boat that a brig-of-war was in the river (the Portuguese brig "*Villa Flor*"), the supercargo and several of the crew had landed in the ship's boat (it is supposed with the money to purchase the slaves), the barque waiting outside for orders. She was quite ready to receive her negroes; the slave-deck being laid, water-casks full, and galley on board. She had fitted out at St. Jago de Cuba.

* * * * *

On the 22nd March the "Medusa" proceeded to Kilongo; at 1 p.m. boarded and captured the "*Robert M. Charlton*," brigantine, and then anchored between Black Point and Loango.

It appears from the report of her capture, that suspicions were first excited in the mind of the boarding officer, by the many irregularities in her papers.

There were no log, no articles or agreement. Clearance from Savannah, in which the captain's name appeared as Gardner. On his register the name was Lightburn. He owned it was for a former voyage. In fine it was discovered by Commander Bowden that the ship was from Havana; the master acknowledged the ship to be a slaver, and stated that his papers were false. The colours were then found to have disappeared, and several more foreigners, some of whom were said to be passengers, and some crew, had come out from a place of concealment. The vessel was seized, and no papers could be found.

The vessel was 243 tons. The mate stated that she had thirty leaguers filled with water, and two cases of slave irons on board. Her cargo was not disturbed, and she was dispatched the next day to Sierra Leone in charge of Lieutenant Haukinson.

* * * * *

With regard to the Slave Trade on the South Coast, I have every reason to believe that it will be conducted on a more formidable scale this year than it has been for a long period. Ships are fitting out at San Jago de Cuba, and the masters of the slavers lately captured, report that many are about to leave the Havana for this coast. Some eight vessels, I am given to understand, may be almost immediately expected.

A brig and a schooner are reported to be secreted in Pirate's Creek.

There is no moral doubt of the "*Charlotte*," American brig, boarded by this vessel, being about to ship a cargo, but her papers are quite correct.

At Black Point, Banda Point, Kilongo, and Loango, besides several other places north of the Congo, there are barracoons full of slaves. The slaves are procurable to any amount, and can be purchased for 3*l.* a head. Instances have occurred, as mentioned in a former letter, of the natives selling themselves in order to procure food, there being a famine among them.

Inclosure in No. 119.

Lieutenant Porter to the Secretary to the Admiralty.

Sir,

"Lynx," Sierra Leone, April 12, 1858.

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the 13th March, in compliance with directions received from Commander R. W. Courtenay, of Her Majesty's ship "Conflict," I proceeded on board the barque "*Almeida*," of New York, being equipped for the Slave Trade, and navigated her to this port.

That on my arrival I proceeded to the Advocate of the Vice-Admiralty Court and delivered to him the papers given to me acquainting him of the detention and seizure, and on my affidavit of her slave equipment the prize was entered for adjudication, and that, having taken a strict inventory of the cargo, &c., I gave up charge to the Marshal.

That on the 7th instant I entered my crew on the books of this ship, and that on the 12th instant the vessel, being condemned as a slaver not claiming the protection of any State or nation, sentence was given on the part of the Crown.

I have, &c.
(Signed) MONTOLIN E. PORTER.

No. 120.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," at Sea, March 30, 1858.

THE "Ardent" then weighed and proceeded to the southward, anchoring off the Shebar river on the evening of the 3rd of March; proceeded down the coast on the morning of the 4th; in the evening an officer of the French emigrant-ship "Regina Coeli" came on board: he stated that she was intended to carry 450 emigrants to the Island of Bourbon, and had 240 on board; money and goods sufficient to purchase the intended number had been credited out to the Chiefs on the coast, who had failed in their engagements. The vessel had been five months on the coast, and were anxiously hoping to see the French Commodore, as they were very hard up for the means of obtaining the daily supplies for the emigrants they had on board. The same evening the "Ardent" anchored off Cape Mount, and anchored again at Sierra Leone on the 11th of March, finding the "Childers" there.

* * * * *

On the 17th, the "Triton" was cruising off Adaffie; the "Triton" joined company. The following day, in consequence of information received, Commander Aplin and Lieutenant Burton of the "Triton" landed: they saw the King of Adaffie, and requested him to send a message to the Chiefs of Flowhow, requiring them, by virtue of their Treaties, to deliver up to them the slaves they had waiting to be embarked in the schooner "*Hanover*;" their reply was, "that I had been rightly informed, the slaves had been removed back to Porto Seguro and Aghwey, by Francesco, two days previously." This man Francesco is a Portuguese, and if not now, was formerly in the employment of a Mr. Lima, a Brazilian Portuguese residing at Voger, close to Quitta, a man Commander Aplin believed to be ever ready to engage in the Slave Trade. Of the schooner "*Hanover*" no further intelligence could be obtained, except that it was believed she was some distance off the coast waiting a chance to run in and ship. The "Triton" was appointed to look out for her, and examine Atakoo.

Commander Burgess, on the 18th of February, reports that there is a complete lull as regards the Slave Trade on the South Coast, at least where it has been most active hitherto. This calm he attributes not to a scarcity of slaves, as they can be obtained to any amount, but to the increased caution of the trans-Atlantic slave-dealers, who, warned of the vigilance of our cruisers by the recent captures, are careful not to send over their vessels at this season of the year, when calms and light winds are so prevalent. No vessels have been seen on the South Coast by any of our cruisers since the "*Telegraph*" sailed with slaves from the Congo in the beginning of December last.

* * * * *

On the 7th of February, the American corvette "Dale" arrived at Loanda, having been to Fish Bay, St. Helena, and Benguella. The same evening the "Hecate" weighed, and proceeded to Snake's Head. Commander Burgess remained there for two days, and then proceeded to the Congo. On the 12th of February he went up the river in a boat to Punta de Lenha, for the purpose of

gaining intelligence of the Slave Trade; but so great is the reserve shown by the countrymen on this subject, that he gained little more, except that no slave-vessel or suspicious vessel of any sort had been seen in the river since the departure of the "*Telegraph*." The following evening Commander Burgess rejoined the ship, and found that during his absence the "*Dale*" had arrived in the Congo. She had sailed from the Congo on the 18th of November; thus nearly three months had elapsed without an American pendant being seen near that stronghold of the Slave Trade on the South Coast.

* * * * *

I stated that Commander Burgess reports, there was no difficulty in obtaining slaves, the following information, which he afterwards ascertained, will fully confirm this. Slaves are bought at the French factory of M. Regis, at Loango, for about 15 dollars a-head; they have upwards of 100 ready for shipment. Commander Burgess has been unable to discover when a vessel is expected to take them. At the Congo, such is the scarcity of food, that they are selling themselves in order to live; at Loanda, it was seen in public print, that 48 slaves had been picked up by the police, having been deserted by their masters, owing, no doubt, to the difficulty in maintaining them.

* * * * *

Lieutenant Robinson, of the "*Myrmidon*," reports having boarded the "*Anne Mary*," American, of Salem, Portuguese schooner "*Isabel*," of Loanda, and Portuguese schooner "*Boa Vista*," of Loanda, also the American barque "*John Gilpin*," of Boston, all apparently honest traders. The "*Merchant*," fallen in with by the "*Conflict*," in January, under American colours, appears to be the only undoubted slaver met on the South Coast.

No. 121.

Commander Courtenay to the Secretary to the Admiralty.

Sir,

"*Conflict*," River Congo, April 10, 1858.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that, on the 3rd instant, Lieutenant Coxon, in the cutter of this ship, proceeding up the River Congo, observed a barque at anchor without any colours flying, and proceeded on board.

Finding her to be the "*Goldfinch*," of Salem (United States), he quitted her as soon as the Assistant-Surgeon had prescribed for two sick men on board.

I have, &c.

(Signed) R. W. COURTENAY.

No. 122.

Commander Close to the Secretary to the Admiralty.

(Extract.)

"*Trident*," Whydah, May 31, 1858.

I HAVE the honour to inform you, for the information of the Lords Commissioners of the Admiralty, that, on the morning of the 29th May, in latitude 6° 13' north, and longitude 2° 1' east, I chased and captured a fore-and-aft-rigged schooner, fully equipped for the Slave Trade, and at the time of capture she had no papers or colours on board; but she bears the name on her stern of the "*Lydia Gibbs*."

By the little information I could obtain from the people on board (who called themselves passengers), it would appear she filled up with fresh water and her slave-cargo at Havana, and that she has been boarded by Her Majesty's ships "*Sharpshooter*" and "*Hecla*."

The money for the slaves and 150 casks of spirits had been landed at Aghwey or Popoe: there were seventeen people on board at the time of capture, half of whom were secreted under hatches.

In the hold I found the slave-deck, a ground tier of water-casks, full of fresh water, slave-food for 600 slaves, very large slave-coppers, large quantities of fire-wood, tin utensils, and wooden spoons for the slaves. There were no slaves on board.

As I am hourly expecting to proceed to the Island of Ascension, it is my intention to tow the prize into the trade wind to expedite her passage to Sierra Leone for adjudication. At present I am unable to victual the schooner for the voyage to Sierra Leone, being very short of provisions.

No. 123.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," off Black Point, May 11, 1858.

I HAVE the honour to inclose a report on the boarding of a French launch, on the 10th instant, under the following circumstances.

2. On the evening the 10th of May, shortly before sunset, a sail was reported right ahead; a boat was immediately lowered to pull towards her. As this vessel had small head-way, owing to the light wind, no flag was observed, and shortly afterwards, darkness coming on, we lost sight both of the boat and chase.

3. Lieutenant Hand, the boarding officer, on his return, made the inclosed report, and I quite agreed with him concerning the propriety of boarding a native boat under French colours to assure himself of her nationality, more especially as the European in her, subsequently proving to be a naval officer, was not in uniform.

4. In the course of the evening the French launch came alongside, and the commanding officer, a French naval surgeon, visited this ship to complain of his having been boarded by the boats of several of Her Majesty's cruisers on this coast.

5. I told him that my instructions from Her Majesty's Government were not to visit vessels under the colours of France, except in cases where I had reason for suspecting such colours to be fraudulently assumed, and that the unusual appearance of a Cabenda boat under French colours gave Lieutenant Hand good reason for suspecting the right of the vessel to hoist the flag, but that if he (the commanding officer) had been in his uniform, such a circumstance would not have occurred. I impressed upon him that, in all cases where there was reason to suspect that the vessel did not belong to the nation indicated by her colours, whether they were French or not, it would always be the duty of a British naval officer to satisfy himself of the vessel's nationality by her papers, such being a right exercised by all nations to prevent the prostitution of their respective flags.

6. He next inquired if he would be detained if with negroes on board.

7. I replied he would not so long as his papers proved his right to hoist the French ensign.

8. Shortly afterwards he left the ship, apparently satisfied in every respect.

9. The launch in question belongs to M. Regis, the Contractor for Emigrants at Loanga. Her papers were furnished by Commodore Protet, the French Commander-in-chief; when boarded, she had two large casks of water on board, and was proceeding to Cabenda, where I have no doubt she is about to receive some free emigrants.

Inclosure in No. 123.

Lieutenant Hand to Commodore Wise.

(Extract.)

"Vesuvius," 6 miles north of Londino, May 10, 1858.

IN pursuance of your orders I proceeded about sunset to board a Cabenda boat, then about four miles from the ship. On nearing the boat I observed her to hoist French colours, but on going alongside was warned off by a man in the boat, threatening to report me to you if I dared to enter his boat. It being such an unusual thing (in fact the only case I know of) for a Cabenda boat to carry French colours, I examined his papers to prove his authority for so doing, by which I found him to be a French emigration officer, bound from Loango to Cabenda.

Commodore, Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," St. Paul de Loanda, May 19, 1858.

ON the 9th of April anchored at Ambriz, and communicated with the shore. I was informed that all the English merchants had emigrated to Kinsembo, and the Americans were about to follow. I steamed up to Kinsembo, and Messrs. Moore and McCulloch, the principal English merchants, paid me a visit. They informed me of the proceedings of the Portuguese in occupying the copper-mines of Bembé, as reported by Commander Burgess, and stated that their trade had been much injured by the Portuguese, who monopolized the commerce inland, thus preventing it reaching the sea-coast.

A very heavy surf exists at Kinsembo: the clerk of one of the merchants on shore had been drowned the day prior to our arrival.

On the 11th of April anchored at St. Paul de Loanda, in company with the United States' corvette "*Vincennes*," and the Portuguese brig "*Villa Flor*." The former ship was about to proceed to Porto Praya, touching at Monrovia, and the latter was refitting for the Mozambique Channel.

The Governor of Loanda has been reappointed for three years.

I made every inquiry regarding the progress of the Slave Trade to the southward of Loanda, but there appeared to be no reason to believe its existence.

* * * * *

I anchored at Cabenda on the afternoon of the 24th, and visited King Pokata and Chico Franca.

Having good reason to believe that small numbers of slaves are conducted along the coast and up the Congo (for sale and to make trade), in Loanda boats, with proper papers, excepting there being no passports for the slaves, or any document concerning them; I warned Chico Franca and King Pokata, that for the future all these vessels would be sent into Loanda for adjudication, except their papers and passports were in all respects correct.

* * * * *

On the 18th April the "*Heron*" captured the slaver barque "*Minnetonka*."

The "*Minnetonka*" is a vessel of about 320 tons, stated to be of New York, cleared from the port of Cardenas in Cuba about the 5th February last; had no colours, and was fully equipped for the Slave Trade, with a deck laid to receive 900 slaves. She was about to ship her cargo twelve miles to the southward of Black Point; she belonged to the same firm as the "*Robert M. Charlton*," captured by the "*Medusa*," and the "*Caroline*" (or "*Wintermoyeh*"), captured by the "*Conflict*."

The "*Minnetonka*" is the vessel mentioned in Mr. Crawford's despatch of the 6th May, 1857, as having left the Havana without any papers of nationality whatever, clearing out for Madagascar. This information proves strictly correct, as she conveyed a cargo of 970 slaves last year from the East Coast of Africa, her mate then being her captain when captured by the "*Heron*." Commander Truscott dispatched the prize to Sierra Leone, landing her crew to the southward of Banda Point; he then proceeded to Loango, and anchored there on the 29th April.

* * * * *

On the 3rd May I anchored in the "*Vesuvius*" off Londono, a new slaving-station that has sprung up. In the afternoon I visited the shore, and discovered five barracoons fitted for the reception of slaves; one had been occupied, but the slaves were let out on the approach of the boats: many of them I observed with the figure 8 branded on their left shoulder. I weighed that evening, and steamed about seven miles to the southward, anchoring off Malembo.

* * * * *

The "*Medusa*," on the 28th April, dispatched her boats up the Congo. Lieutenant Nott, the officer in charge, captured a canoe, with 33 slaves on board, tied to the bottom of the boat; two other large canoes escaped. The slaves were evidently about to be shipped in a Portuguese launch of Loanda, called the "*Rio Zaire*," which vessel Lieutenant Nott detained at the same time, and conducted to the "*Medusa*."

Strange to say, though there was a large supply of rice, calavances, and water on board, together with most indubitable indications of slaves having left the vessel, there was a tub for their use, and palpable evidence of the manner in

which it had been employed; yet, when the launch was shortly afterwards claimed by a Portuguese, Commander Bowden gave her up under the impression that there was not sufficient evidence of the Slave Trade to condemn her. I have expressed to Commander Bowden my disapproval of his proceedings, and intend to denounce the "*Rio Zaire*" to the Governor of Angola, as a Portuguese vessel engaged in the Slave Trade, in order that she may be adjudicated on in the Mixed Commission Court.

I received a report from Lieutenant Whyte, of the "*Teazer*," conveying the intelligence of his having, on the 5th instant, captured a slave-schooner without papers or colours, called the "*General Scott*." Plank for slave-deck, water, and provisions were discovered.

Lieutenant Whyte collected some useful information relative to slavers that may be expected, all of which I have included under the head of Report on the Slave Trade.

His Excellency the Governor of Sierra Leone informed me, through Commander Hickley, that he has great hopes of trade being eventually re-opened in the River Scarcies, inclinations being pacific, though the Loosoos still occupy Kambia.

With regard to the Slave Trade on the West Coast of Africa, and the progress made towards its suppression, I have the honour to acquaint you that from the North and Bights Division I have received no reports of its being renewed this year.

In the Bights, as you are aware, the intention of the "*Hanover*" to ship a cargo has been frustrated; she has left the coast in despair.

There are large numbers of slaves reported to be ready for shipment at various parts in the Bights, but no fresh slave-vessels, or suspicious Americans, have appeared.

The slackness of Slave Traffic in the other divisions is, however, made up for by the immense run of slavers on the South Coast; the best proof being the fact of five slavers having been captured by our cruisers in almost as many weeks, all intending to receive slave-cargoes averaging from 400 to 900 in number.

I believe that every vessel arriving this year on the South-Coast Division of the station for slaves has been captured.

An American brig, it is reported, made arrangements to receive 800 slaves at Longbone, about the 25th of March last, but I do not believe the report, nor am I aware of any shipment having been made.

The barracoons are swarming with slaves; and there are numbers of American and Portuguese slave-agents stationed along the coast.

The following slave-vessels are shortly expected on the Southern Division of the station, viz.:—Brig "*Avelino*," schooner "*Altiya*," schooner "*Salvação*," schooner "*Phenix*" of Valador; felucca, Spanish-built, "*Esperanza*," brig "*Putnam*," supposed to be the "*James Buchanan*" of 1857; schooner "*Angelina*," of New York. Also, a fore-and-aft schooner, sighted by the "*Teazer's*" prize, "*General Scott*," bound to the South Coast for slaves; a Spanish brig which sailed four days before the "*General Scott*," for slaves from the South Coast; the vessel "*Agnes*," the fore-and-aft schooner "*James Buchanan*," or "*Putnam*," and the ship "*City of Paris*."

The American brig "*Secret*" has been reported to us by our informants on shore as having made arrangements at Cabenda, some days back, to ship her slaves about the 17th of May.

The boats of the "*Medusa*" are in Cabenda Bay to pay their respects to the "*Secret*" on arrival, and the "*Medusa*" was about to visit the offing.

The American brig "*Charlotte*," of New York, is believed to be about to ship a cargo. She is up the Congo, at Punta da Lenha, with a clean-swept hold, and the crew are employed refitting and painting the ship inside and out. There is not a single American cruiser on the station, the "*Vincennes*" having sailed for Monrovia and Porto Praya.

I believe that as the vessels are now stationed, it will be almost impossible to succeed in getting off the South Coast with a cargo. I have stationed cruisers from Zanga Tanga to Ambriz, and appointed the "*Viper*" to watch the entrance of the Congo. I have impressed upon the several commanding officers the necessity of detaching their boats, so that no portion of the coast need be out of sight of a British cruiser.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," in Simon's Bay, June 15, 1858.

I HAVE the honour to acknowledge the receipt of your letter of the 27th April, 1858, transmitting a copy of a letter from the Under-Secretary of State for Foreign Affairs, dated 24th April, and of its inclosed correspondence on the subject of Her Majesty's cruisers on the Coast of Africa, in regard to French vessels.

I have, in compliance with the directions of the Lords Commissioners of the Admiralty, issued the inclosed Memorandum.

Of the cases mentioned in the correspondence, the first, that of "Le Merle," has been fully inquired into, and I inclose the report of Captain Powell, with the evidence attached.

This report was sent by me to Commodore Protet, commanding the French squadron on the West Coast of Africa, in a letter of which the inclosed extract related to this affair. I have every reason to believe that the statements of Mr. Furneaux, and of the men examined by Captain Powell, are strictly correct.

Of the second case alluded to I find no record, and the name of "Le Palanquin" does not appear in any of the returns of vessels boarded received by me; I conclude, therefore, that it must have occurred previous to my assuming the command of the station.

The third case, the "Benares," was reported in the usual form by Lieutenant Cornewall, then Acting Commander of the "Geyser," but no special reason is assigned in the return for his having boarded her. It does not appear that she was subjected to any delay.

Their Lordships are aware that I have already enjoined on the commanding officers of cruisers the utmost caution in dealing with French and American vessels, and I have no reason to think that since those officers have been informed of the definitive abrogation of the Convention of 1845, any French vessel has been unnecessarily boarded. I have received from Commodore Wise the accompanying report of the boarding of a Cabenda boat under French colours.

The circumstances detailed in that letter appear to me fully to justify the course pursued by the Commodore, and I trust it will meet with their Lordships' approval.

I cannot close this letter without remarking how much the difficulty of discharging the delicate duty imposed on Her Majesty's officers is increased by the proceedings of the French emigration agents.

The successful attempt of the so-called free emigrants in the "Regina Cœli" to free themselves from their irons, with their murder of 11 of the crew, shows how far from voluntary is this emigration.

Inclosure 1 in No. 125.

Captain Powell to Rear-Admiral Sir F. Grey.

Sir,

"Boscawen," Sierra Leone, February 13, 1858.

IN compliance with your orders to inquire into a complaint made by the captain of the French brig "Merle," of the conduct of Mr. Furneaux, boatswain of Her Majesty's steam-sloop "Alecto," when away in charge of the boats of that sloop, I have the honour to make the following report.

It appears that Mr. Furneaux was informed by Commodore Wise that the brig laying at Loango was French, but he does not appear to have understood that the Commodore directed him not to board her; and he states that he was induced to do so from her having no colours flying. He appears to have been perfectly aware that when it was ascertained that the brig was French, it was his duty not to examine her, or remain on board one moment against the wish of the captain or officer in command.

Until the captain came on board, the evidence of the officer and all the boat's crew goes to prove that they were on most friendly terms with the people in the ship; all agree in stating that no one went into the hold, that there were no sentries over the hatchway or cabin, nor was the work of the crew in any way interrupted. One man only was armed, and he had a cutlass in the scabbard. They all state that the boats left the "Merle" about sunset, which was at 6 o'clock.

The statements of Mr. Furneaux, and the men who were with him, are so entirely at variance with the report of the captain of the brig "Merle," that I have been at great pains to discover any contradictory evidence amongst the boat's crew, and I must say that all give the same account of the transaction.

The chief part of the complaints against Mr. Furneaux and his men, were for acts said to be committed when the captain was absent, and I think that he must have been entirely deceived as to what then actually occurred.

The complaints against Mr. Furneaux after the arrival of the captain are,—

First. That the seizure of the vessel was continued. I cannot find out that any seizure was ever intended;

and the men who were in the ship or looking over the gunwale, were ordered back into their boat immediately after the arrival of the captain.

Second. The captain states that he refused to quit the vessel, thereby implying that he was asked to do so. Mr. Furneaux most positively denies his ever asking him to quit his ship, nor do I see that he would have any object in doing so.

Third. The captain states that at 7 o'clock they had permission to close their hatchways, which were ordered to be kept open until then. The whole evidence that I have obtained goes to prove there never was a question about closing the hatchways.

Fourth. The captain states that they anchored astern, saying that they would make him get ready to join their vessel next morning. This the officer denies, and he went to sea with the boats that night, but being driven back into the bay by the current, he next morning went on board the "Merle" to ask the captain how long he intended to remain in the harbour, as he had neglected asking the question the evening before, and he wished to give his captain the necessary information. He then left the ship, shaking hands with the captain, and not contemplating that he had given cause of complaint.

From all the evidence that I have been able to collect, it appears to have been Mr. Furneaux's object to avoid giving offence. The captain of the "Merle" seems, however, to have come on board in a state of great irritation, and as Mr. Furneaux and he were unable to understand one another, no clear explanation could be given.

This may, in some measure, account for the letter that the captain of the "Merle" has addressed to Commodore Protet, Commander-in-chief of the French Naval Forces on the West Coast of Africa, but I do not think that the assertions he has made in his letter are at all correct.

I have, &c.
(Signed) ASHMORE POWELL.

P.S.—A statement of the evidence received is annexed.

Inclosure 2 in No. 125.

Rear-Admiral Sir F. Grey to Commodore Protet.

(Extract.)

February 13, 1858.

IN the third case, that of the "Merle," I have found so extraordinary a difference between the statements of the officer in charge of the "Aleoto's" boats and the master of the "Merle," that I have caused a most rigid examination to be made into the case.

I now inclose the report made to me by Captain Powell, my Flag Captain, who has conducted the inquiry in the most careful manner.

You will observe that the statements of M. Labeguerie appear to be entirely without foundation, and that except the mere act of going on board, which I have informed Mr. Furneaux, the boatswain, he was not justified in doing, although the "Merle" had no colours flying, there was no just cause of complaint.

I have no doubt, M. le Commodore, that you will bring to the notice of your Government this conduct of the master of the "Merle," which has such a tendency to interrupt the friendly relations of the officers of our squadrons, relations which I have again the pleasure to assure you both Commodore Wise and I are most anxious to cultivate.

Inclosure 3 in No. 125.

General Memorandum.

"Boscawen," in *Sinon's Bay*, June 15, 1858.

THE Commander-in-chief is directed by the Lords Commissioners of the Admiralty again to call the attention of the officers of Her Majesty's ships and vessels under his command, to the complaints that have been made of the proceedings of Her Majesty's cruisers on the coast of Africa, in regard to French vessels, and to desire them to take especial care that no vessels under the French flag, or under the flag of any nation with whom Great Britain has no Treaty in force for the suppression of Slave Trade, be visited, except in cases of well-founded suspicion that the colours so used are really fraudulent, or that the vessels in question are not entitled to the protection of the flag of any nation.

In every case of suspicion the greatest possible circumspection is to be used; and officers are informed that every vessel *bona fide* entitled to navigate under the colours she has hoisted, will be entitled to indemnity for every detention not sanctioned by Treaty, notwithstanding the suspicions which may have led to it.

(Signed) FRED. WM. GREY, *Rear-Admiral and Commander-in-chief.*

The Commodore and the respective Captains, Commanders, and Commanding Officers of Her Majesty's ships and vessels under my orders.

Inclosure 4 in No. 125.

STATEMENT of Evidence received at an inquiry into the circumstances attending the Boarding of the French brig "Merle" at Loango, by the boats of Her Majesty's steam-sloop "Aleoto," in charge of Mr. Furneaux, Boatswain, on the 13th September, 1857.

Mr. Furneaux, Boatswain, examined :—

Q. Why did you board the "Merle" after Commodore Wise directed you not to do so?—A. I did not understand that Commodore Wise gave me any orders that I should not board her, and I thought that he had not boarded her that day. My reason for boarding her was that she had no colours flying, and I saw a person whom I knew to be a Portuguese slave-dealer, living on shore, leave the "Merle."

Q. Did you know that you could not examine her if she was a French vessel?—A. Yes; but having no colours I did not know what she was.

Q. When you went alongside, who went on board with you?—A. The coxswain of the boat, and two hands.

Q. State what passed when you went on board.—A. I saw no one on deck; but after a few minutes a

man came aft, and I pointed to where the colours ought to have been. Her mate then came up, and hoisted French colours. I told him, through the Cabenda man, who acted as interpreter, that I hoped they were his right colours. The seamen then hauled them half-way down again, when the mate re-hoisted them. I then asked him as well as I could what his plank was for, but as the Cabenda man could speak very little of the language, I could obtain no satisfactory answer. I also tried to ask him what was in the casks, when he put a rope-yarn in one, and gave it me to taste, and I found it was fresh water. The captain came on board whilst we were talking, and at once said, "What are you English doing here?" Without waiting for any answer, he called us "damned pirates" several times. I then understood that he wanted the men to go into the boats, when I at once ordered them down, and they went. He asked for my papers. I showed him my sailing orders, which he threw down on the skylight, and he afterwards showed me his papers. I then went away, and anchored about a quarter of a mile astern of his vessel.

- Q. How were you dressed?—A. In a blue serge uniform jacket, blue trousers, and uniform cap.
- Q. Had you or your men any altercation with the crew?—A. None; some of our men spoke to them, and they appeared on friendly terms.
- Q. Were there any signals hoisted whilst you were on board?—A. None that I saw.
- Q. Did you or any of your men visit the hold?—A. None.
- Q. When the captain came on board, did you in any way give him to understand that you had taken possession of his vessel?—A. No.
- Q. How long were you on board before the captain came?—A. Perhaps half an hour.
- Q. How long were you after the captain came on board?—A. About the same time (half an hour). I must have left the vessel about sunset.
- Q. Did you put any questions to the captain about his casks or plank?—A. Before he showed me his papers, I tried to ask him what he had in the casks in his hold, but we could not understand one another.
- Q. Could the captain have understood that you wanted him to leave his vessel?—A. I should think it was impossible, as if she had been a suspicious vessel, not French, it would have been my duty to have detained him; but I never thought of having anything to do with the vessel after I had boarded her, and by her papers knew she was French.
- Q. Did you in any way prevent their closing their hatches?—A. I never prevented them, and they did not speak to me about doing so.
- Q. Did you tell him that you would make him go with you to your ship the next morning?—A. I never thought of such a thing.
- Q. What did you do after you had left him?—A. I was at sea all night. The next morning, about 7 o'clock, I went on board the brig, and asked the captain how long he was going to remain, as I should like to tell my captain what vessel was in there. He told me three days; and after giving him a certificate of my having boarded his vessel, he shook hands with me, and I shoved off.
- Q. Who was the man that had the cutlass when you boarded the vessel?—A. Jessie, the coxswain of the boat, who has since gone home invalided.

James Painter, stoker, examined:—

- Q. Did you go on board a French brig, the "Merle," at Loango, with Mr. Furneaux?—A. Yes.
- Q. Had she any colours flying?—A. Not when we went on board.
- Q. How many people went on board with Mr. Furneaux?—A. Perhaps five, but I am not sure, and some of those were sitting on the vessel's side.
- Q. Were they armed?—A. Only one man had a cutlass.
- Q. Had you any altercation with any of her crew, or did any of you go below into her hold?—A. No.
- Q. Do you think that any one stopped in the ship after the captain told them to go away?—A. No.
- Q. Do you think that either the captain or crew could have thought that Mr. Furneaux had taken possession of the vessel?—A. No.
- Q. Were any sentries or armed people put on the hatchways or any part of the vessel?—A. No; there was only one man with a cutlass on board, and he did nothing.
- Q. Did you interrupt the crew in their work?—A. No.
- Q. How long were you on board?—A. About an hour. We left the vessel about sunset.
- Q. Did you observe Mr. Furneaux to be violent or threatening to the captain or any of the crew?—No.

Alfred Richards, ordinary, examined:—

- Q. Did you go on board the "Merle" at Loango?—A. No; I looked over the rail.
- Q. Did you observe any altercation between the crew of our boat and the crew of the vessel?—A. No; the only thing I took notice of was their colours (French) being hoisted, hauled half-way down again, and rehoisted, and the firing of a swivel gun as a signal, and the captain came on board a short time afterwards.
- Q. Did any of our men go down into the hold?—A. None that I am aware of.
- Q. Did you think that they could have supposed our boats had taken possession of the vessel?—A. I don't know; but nobody interfered with them.
- Q. How long do you think you were on board?—A. I don't know; but we left before dark.
- Q. Were our people on friendly terms with the crew?—A. Yes; they appeared to be laughing together.

Thomas Hasell, ordinary, examined:—

- Q. Did you go on board the "Merle"?—A. Yes.
- Q. State what you saw.—A. The vessel had no colours flying when we boarded her. A man came up and hoisted French colours; another hauled them half-way down again, and then they were rehoisted. A gun was fired, and the captain came on board.
- Q. Did you or any of our men have any altercation with the crew of the vessel?—A. No; they appeared to be on very friendly terms.
- Q. Did any of our men go into the hold?—A. None.
- Q. Did any one remain in the ship against the wish of the captain or crew?—A. No one asked us to go away; but shortly after the captain came on board Mr. Furneaux ordered us all into the boat, and we went, leaving only Mr. Furneaux and the Cabenda man on board the ship.
- Q. Were any of our men placed as sentries over the hatchways?—A. No.
- Q. Did you interfere with the crew at their work?—No.

Dated on board Her Majesty's ship "Boscawen," at Sierra Leone, the 30th day of February, 1858.

(Signed) ASHMORE POWELL, Captain.

No. 126.

Commander Aplin to the Secretary to the Admiralty.

Sir, "Hecla," Lagos, June 20, 1858.

IN compliance with the directions contained in the book of Instructions for the guidance of officers employed in the suppression of the Slave Trade;

2. I have the honour to forward herewith the report made to me by the officers who visited the "Warren White."

3. I have to add that I went on board the "Warren White" when the cutter returned to her; the mate for some time refused to show his papers, wanting me to go down in the cabin and open a box in which he said the papers were.

4. On arriving at Whydah on the 18th instant, I found the United States' corvette "Marion" there, as also the "Warren White," and, as I was informed the mate had stated that he had been detained, his cabin ransacked, and bad language used to him by myself and the boarding officer, I requested Commander Brent of the "Marion," to inquire into the truth of the man's statement in my presence. Commander Brent did so; Lieutenant Burton of the "Triton" being also present.

5. The mate of the "Warren White" denied that he had ever made the above statement; and Commander Brent told him that there was not the slightest ground for any complaint on his part, and that he, Commander Brent, was perfectly satisfied that the visiting officer had not in the least exceeded his duty.

6. An officer sent by Commander Brent on board the day before, reported to Commander Brent on his return, that the mate had told him his log had been demanded, and an entry made against his wish, after the boarding officer had seen and was satisfied with his papers.

7. This man denied this also, and said the American officer must have misunderstood him.

I have, &c.

(Signed) E. D'O. D'A. APLIN.

 Inclosure in No. 126.
Lieutenant Levaine to Commander Aplin.

Sir, "Hecla," off Tachin, June 9, 1858.

IN pursuance of your order, I proceeded to visit the barque "Warren White," flying American colours. On boarding the vessel, I was informed that the master was absent, and was received by the mate, who refused to produce the ship's papers, at the same time asking me for my commission, which I sent for.

On the return of the boat, I examined her papers, and found that, to all appearance, they were genuine, and that she was bound to Tachin. The vessel was in no way detained by me, and had hove to voluntarily. No complaint was made, and at the request of the mate I inserted a memorandum in her log-book.

I have, &c.

(Signed) C. D. S. LEVAINE.

The above statement is correct.

(Signed) W. H. HAYWARD, Master's Assistant, officer in charge of Cutter.

 No. 127.
Commander Courtenay to the Secretary to the Admiralty.

Sir, "Conflict," Point Padron, June 16, 1858.

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that, on the 13th instant, I seized a schooner without any papers or colours, called the "Angeline," of Prospect (United States), in latitude 5° 56' south, and longitude 11° 50' east, fully equipped for the Slave Trade, namely, a slave-deck laid, and an extraordinary number of casks, and have sent her to St. Helena in charge of Lieutenant Henderson, for adjudication in the Vice-Admiralty Court.

I have, &c.

(Signed) R. W. COURTENAY.

No. 128.

Commander Courtenay to the Secretary to the Admiralty.

Sir,

"Conflict," River Congo, July 21, 1858.

I HAVE the honour to report that on the evening of the 20th of July, I saw a barque without any colours entering the River Congo.

2. Having come up with her, I went ahead and dropped a boat, sending on board Lieutenant Coxon and Mr. Shortt, master's-assistant.

3. She proved to be the "John Gilpin," a trader on this coast.

4. The officer left her at once. I inclose his report, attested by the witness.

I have, &c.

(Signed) R. W. COURTENAY.

Inclosure in No. 128.

Lieutenant Coxon to Commander Courtenay.

Sir,

"Conflict," Shark's Point, River Congo, July 21, 1858.

I BEG to inform you that on the evening of July 20th, I boarded, according to your directions, a barque in the River Congo, showing no colours, and found her to be the American barque "John Gilpin," from Moanda. Her master made no complaint, and I left her immediately.

I have, &c.

(Signed) J. H. COXON.

Witness :

(Signed) HENRY D. SHORTT, *Master's Assistant.*

No. 129.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," Fernando Po, July 19, 1858.

I HAVE the honour to report that the French ship "Orion" procured 370 negroes from the Kroo coast and the neighbourhood of Cape Mount, in pursuance of a contract held by a Messrs. Mæes and Co., of Nantes, whose agent is a M. Chevalier. The men were shipped, I believe, without compulsion, but with very vague ideas of the place to which they were proceeding; their motives for shipping were chiefly attributable to the severity with which their masters treated them, rendering them glad to purchase a release by the bounty money.

I beg also to inform you that the "Orion" sailed without taking out the passports for each emigrant at Monrovia, as required by the Proclamation issued by the Liberian Government on the 24th of May, 1856, as detailed in paragraph 7 of this letter, and that this irregular proceeding on the part of the "Orion" occasioned a considerable amount of ill-feeling on the part of the Liberians.

I have already reported through the Commander-in-chief, the particulars of the French emigrant barque "Clara" having sailed from Loango on the 7th of November, 1857, with 220 emigrants, and of the "Stella" steamer having proceeded to Guadaloupe with 800 negroes from Loango on the 1st of the following month. The massacre on board the "Regina Cœli," by the blacks, of all the crew, with the exception of the surgeon and some few who were absent, has already been reported to their Lordships by Commander Aplin of the "Hecla."

I take this opportunity to inform their Lordships that the "Regina Cœli" belongs to the same house, and is under the same contract, as the "Orion."

In the North Division considerable difficulty was experienced in obtaining emigrants, through the objections the Liberian Government brought forward against the procuring of negroes from their territory. On the 24th May, 1856, a Proclamation was issued enacting, that all vessels purposing to carry away emigrants from Liberia, must first enter the port of Monrovia, to obtain passports for each emigrant, in order that it might be ascertained whether the emigration was free or constrained; they were also preparing laws, exacting a heavy fine from any person shipping negroes from their territory in any other way than that laid down in the Proclamation above quoted.

In the Bights Division the price of negroes is too high for M. Regis's contract; the King of Dahomey cannot see the distinction between the French

system and ordinary slaving, and, consequently, will not sell his slaves at a less price than he receives from the slave-dealers. The emigrant vessels, therefore, proceed to the south.

On the South Coast, slaves are procurable to any amount at the rate of 16 dollars a head, against from 80 to 170 dollars in the Bights. It is at Loango; therefore, that M. Regis had his head-quarters.

At the head of the Lagoon of Loango is situated the barracoon, a fine airy building, capable of containing between 2,000 and 3,000 negroes. Attached to the establishment is a French naval surgeon, and also two launches furnished with papers by Commodore Protet. These vessels are employed transporting negroes to the barracoons, and from thence, when required, to the transports.

No. 130.

Lieutenant Pike to the Secretary to the Admiralty.

Sir, "Antelope," River Congo, August 13, 1858.
I HAVE the honour to forward, for the information of my Lords Commissioners of the Admiralty, a copy of my report to Commodore Wise, of having boarded and examined a vessel under the American flag.

I have, &c.
(Signed) J. W. PIKE.

Inclosure 1 in No. 130.

Lieutenant Pike to Commodore Wise.

Sir, "Antelope," off Moanda, August 12, 1858.
I HAVE the honour to report that on the evening of the 8th instant, a barque was observed running in for the River Congo. At daylight of the 9th she was observed at anchor off Moanda, and, no colours being hoisted, I sent a single boat to inquire what vessel it was, and I observed that on the boat's reaching her, she hoisted an American ensign, and the ship's name, "Venus," at the main.

Upon this I at once recalled the boat, and having received positive information that a barque under American colours, called the "Venus," was at Havana in April last, preparing to sail for the Congo for slaves, with papers that were suspected not to be genuine, I weighed and anchored Her Majesty's ship "Antelope" off Moanda, and gave orders to Mr. Dennistoun, mate, and Mr. Pengelley, assistant paymaster, to verify her nationality as directed in Section 5 of Instructions for the Suppression of the Slave Trade.

In consequence of their report I gave further directions for an examination of the cargo, and have the honour to inclose copies of their reports.

Having received these reports, I visited the vessel myself, and I found that the suspicions of the examining officers were well founded. The slave equipments in the hold left no doubt of the vessel's character and intentions, but I had no means of proving Mr. Blyth's signature genuine or otherwise. No fault could be found with the register, which was genuine, and the only document really necessary to establish nationality; in the absence of an American man-of-war, I had no means of verifying my suspicions of any of the documents he produced.

The master had no complaint to make; did not want, did not intend to ask for any compensation for detention; and it was very evident that when the vessel was anchored at Punta Lenha, the duty for which he was hired, ended.

Under these circumstances, having remained with the barque for three days, in the hope that the "Marion" or some United States' cruiser would appear off the Congo, I considered that I could not, without altogether disobeying the orders and instructions under which I was acting, further interfere with her, and was compelled to allow her to enter the Congo; and I have very great regret in reporting the failure of my attempt to intercept a barefaced slaver under the protection of the American flag.

I have, &c.
(Signed) J. W. PIKE.

[Inclosure 2 in No. 130.]

Messrs. Dennistoun and Pengelley to Lieutenant Pike.

Sir, "Antelope," off Moanda, August 9, 1858.
WE have the honour to report that, in obedience to your order, we have examined into the right of the barque "Venus" to the American flag she has hoisted, and beg to report as follows:—

The papers were voluntarily produced by the master, and by them she appears to have been the Mexican barque "Anacleta," sold at New Orleans to one Buttler, a native of Hamburg, but a naturalized American, and cleared by Buttler from New Orleans for Havana, after being registered there by him, master and owner. At Havana she was chartered by Manuel Rues for Punta Lenha, and if ordered, to go to Annobon, and at the end of the charter-party is a receipt for 6,000 dollars for the outward run. At Havana Buttler left the ship, and Otteson became the master, but his name does not appear on the articles. There is a certificate of the change of masters, but not on the register, and we suspect the signature of the United States' Consul-General to be

forged. By the certificate it appears that Otteson was master on the 6th of April, but the clearance out of Havana is in the name of Buttler, master; which name has been subsequently altered into Otteson, and in several other places in her papers the name Buttler is altered into Otteson.

Her crew consists of the person representing himself as master, a mate, three Americans, two Spaniards, and a Frenchman. Besides these there are on board ten Spaniards, four in the cabin, evidently the real officers and supercargo of the vessel, and six forward passengers, who, though dressed up, are, there is no doubt, the Spanish portion of the crew.

We have, &c.
(Signed) R. P. DENNISTOUN, *Mate*.
HENRY PENGELLEY, *Assistant Paymaster*.

Inclosure 3 in No. 130.

Messrs. Dennistoun and Pengelley to Lieutenant Pike.

Sir,

"Antelope," off Muanda, August 10, 1858.

WE, the Undersigned, have the honour to report that, in obedience to your written order, we proceeded to an examination of the cargo of the barque "*Venus*," with American colours hoisted, and to which proceeding the master made no objection.

On opening the main hatchway (a very large one) two immense casks appeared in the square. On opening them they were found to contain each a slave-copper complete, one new, one that had been used before. A case, which the master asserted to contain sugar, was found to contain the slave-tins.

She has about 100 large water-casks (of 160 gallons each), most of them empty, but no doubt intended for her supply of water. We also found two small casks of long nails, for securing the slave-deck when laid; swabs and brooms for cleaning it, and empty barrels to be converted into soil-tubs. She has a considerable number of sacks of rice, a great quantity of jerked beef, calavances, and farinha; in fact, with the exception of the plank, which we suppose to be stowed out of sight or headed up in casks, she has a complete equipment for carrying a cargo of slaves.

We have, &c.
(Signed) R. P. DENNISTOUN, *Mate*.
HENRY PENGELLEY, *Assistant Paymaster*.

No. 131.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"Vesuvius," Cabinda, August 6, 1858.

I HAVE the honour to lay before you, for the information of the Lords Commissioners of the Admiralty, the following report on the progress made towards the suppression of the Slave Trade on the West Coast of Africa, between the date of my arrival on the station in July 1857, and the 30th of June, 1858, together with remarks and suggestions which I beg respectfully to offer, concerning the means required to be put in force if the system of checking the Slave Trade by coercion is still to be pursued.

In order that the information I have collected may be detailed as clearly as possible, I have divided my Report into the following heads:—

- (1.) The present mode of conducting the Slave Trade.
- (2.) The successes of the slave-dealers in 1857 and to June 1858.
- (3.) The state of the Slave Trade in the North-Coast, Bights, and South Divisions of the station.

Under the first head, "the present mode of conducting the Slave Trade," I beg to advert to the new and formidable mode of conducting the Slave Trade by Joint-Stock Companies, designated "Expeditions to Africa," principally formed by some of the most respectable firms in the Havana, and also at New York, Boston, and New Orleans. So public are these transactions, that in the Havana, I am informed, the shares of a slave-trading company have been quoted on the Exchange at 1,000 dollars each. Money to the amount of many thousand pounds is thus amassed, and there ends the share the merchants have in the transaction, with the exception of receiving the ultimate proceeds of the expedition.

The capital of the number of shareholders who form a Company is placed in the hands of an agent, one of the principal of whom are Messrs. Goldenshaw and Tropard, of Water-street, New Orleans. The agent procures naturalized citizens to act as captains of the intended slavers; they are furnished with money to procure vessels, and procure a crew, generally composed of foreigners who, from their long residence in the United States, have acquired all the appearance and manners of Americans. These people are furnished with American protections, purchased from men really Americans, their protections are shown with the ship's papers at the Custom-house, and the vessel is cleared as *bonâ fide* American, generally

proceeding to the Havana, where the water, slave-coppers, and planks for slave-deck are received on board, and, in many cases, a cargo of rum and muskets.

The registry and other official papers are procured by fraud, and in a manner I have not clearly ascertained. On this subject, the master of the schooner "*General Scott*," captured by the "*Teazer*" last May, stated that, at Havana, he paid 500 dollars for his clearance, and that 1,000 dollars was the price generally paid for a complete set of American protections and papers. So well are these documents got up, that they have, on several occasions, deceived officers of United States' cruisers. For instance, the "*Windward*" brigantine, of New Orleans, was boarded by the boats of the United States' corvette "*Dale*;" her papers were pronounced correct, and the vessel stated to be an honest trader; yet, twelve days later, the "*Alecto*" captured the "*Windward*" with 603 slaves on board. The master destroyed his flag and papers, stating that they were fraudulently procured, and the crew was found to be composed of foreigners.

When the vessels are boarded by Her Majesty's cruisers, irregularities are generally observed in the papers produced. The registry, in many instances, is discovered to be made out in the name of former captains and owners: the ship is found to be cleared for some other place than where she is found; and, altogether, there are strong reasons to believe that the vessel is not entitled to any nationality.

In many late cases, these vessels have two crews: one apparently American; the others are designated passengers. I find that, in several instances, vessels leave the United States for the Havana with correct American papers; that, at the Havana, they receive these Spanish passengers; and that, ultimately, immediately before shipping, the Spaniards take charge of the slaver, still hoisting the United States' flag. Arrangements are made for the reception of the American crew in a legal trader, or in a vessel conniving at the Traffic without being actually engaged in it, such as the "*Charlotte*," of New York, a brig that arrived on the South Coast in April 1858. She conveyed a large cargo of rum, cloth, and muskets, which was landed for the purchase of slaves, and also 1,400*l.* in money.

Slavers generally convey cargoes of rum, muskets, and other articles employed in the African trade. The chief object sought in so doing, is to lull suspicion, and pretend to be engaged in legal traffic. These articles are readily disposed of in exchange for slaves, frequently in preference to money.

It thus appears that the intention of the slave-dealers is to deceive Her Majesty's cruisers by pretending to be *bond fide* American vessels, and to escape the penalties of the American laws by having no native-born American on board; and at the same time have a crew and papers that, in most cases, will bear the cursory inspection to which they are subjected by American officers.

Vessels proceeding to the Bights Division for slaves are generally consigned to one or other of the veteran slave-dealers formerly engaged in the Brazilian trade; on the South Coast they are consigned in a similar manner; but in the latter division some twelve or fourteen Portuguese and American agents are stationed in charge of the many barracoons: their duty consists in purchasing slaves, and watching the proceedings of our cruisers; the money and goods for the purchase of slaves is generally sent out to the agents in vessels not liable to capture, such as the "*Charlotte*" before-mentioned. The agents on the South Coast use every exertion to put our cruisers on the wrong track; the position or change of each vessel is telegraphed along the coast, and in the neighbourhood of cruisers fires are invariably lit upon the shore, the smoke of which, as a warning of danger, is observable about fourteen miles at sea. If the coast is clear, the vessel runs in and lands her supercargo, immediately proceeding to sea to cruise well off the land, and returning to ship some twenty days after arrival: on standing-in, the fires on shore generally prove a warning, but in most instances slaves have been captured, either on first making the land, or when on the point of shipping.

Having pointed out the fraudulent manner in which the United States' flag is assumed, and the judicious arrangements the slave-traders have made for eluding capture by British or American cruisers, I have now the honour to point out the success of their undertaking in 1857, and to June of the present year.

Under this head, it must be borne in mind that joint-stock speculations for engaging in the Slave Trade can never experience a loss. The greater the number of vessels dispatched for slaves, the greater the chance of success; for if two vessels out of twelve escape with slaves, the proceeds will pay the expenses of the remaining ten, and still leave an immense profit. For instance—

	£	s.	d.
The purchase of twelve vessels, fitting out ditto with provisions, &c., would amount to about	36,000	0	0
Miscellaneous expenses	10,000	0	0
Purchase of two cargoes of slaves, at 4 <i>l.</i> each, South Coast	4,800	0	0
Total outlay	£50,800	0	0
 Sale of two cargoes of slaves, 1,200 at 200 <i>l.</i> a-head	 240,000	 0	 0
Deduct outlay	50,800	0	0
Clear profit	£189,200	0	0

It thus appears that if two vessels out of twelve belonging to a Company escape with cargoes of 600 each; the profit realized will amount to about 189,200*l.*; and of course it is self-evident that, except every vessel was captured, there will be no ultimate probability of such profitable speculations being given up.

By the inclosed Return, their Lordships will observe that, in the year 1857, information was received of 31 vessels having proceeded to the West Coast of Africa for slaves; that these vessels were capable of conveying 19,200 negroes, and that of the number, 19 only were captured, while 11, or more than one-third, escaped with 7,400 slaves. The profit of the slave-trading Companies in 1857 must have been immense, I should consider quite 1,400 per cent. One Company at Havana, of which a person called Drinkwater is the principal, dispatched, to our certain knowledge, the following vessels to the coast in 1857, viz., the "*Crimea*," "*Telegraph*," "*Frank*," and "*Niagara*;" the three former escaped from the South Coast with full cargoes of from 600 to 700 slaves, and the latter only was captured. The "*Telegraph*," so soon as she landed her cargo in Cuba, returned to the South Coast, and has a second time escaped with a full cargo. From the success of these vessels, each shareholder in Drinkwater's Company must have realized a princely fortune.

In the return of slavers captured and escaped in 1857, a vessel called the "*Minnetonka*" has been omitted; her cargo of 900 slaves having been conveyed from the East Coast of Africa to Cuba in the end of that year.

I also inclose a return of the particulars of vessels captured and escaped between the 1st of January and the 30th of June of this year. I regret to state that the attempts of the trans-Atlantic slave-dealers have been quite as successful this year as in 1857. Our cruisers have made nine captures up to the 30th of June, and four slavers are reported to have escaped from the South Coast with full cargoes, amounting to about 2,700 slaves.

The correctness of the accompanying returns, with regard to the number of vessels shown to have escaped, I cannot vouch for, as it is well known that several vessels leave the coast annually which are never fallen in with or heard of by British cruisers.

The strictest and most vigilant system of cruising has been followed for the past twelve months. Boats are constantly detached, and every exertion has been made to suppress the traffic, but without avail. The most undoubted slavers, under American colours, have been visited and left unmolested by Her Majesty's officers, who have only acted in strict adherence to their instructions.

With regard to the third head of this letter, "the state of the Slave Trade in the three divisions," I regret to state that the spirit of slave-trading has been aroused in the minds of the natives from north to south.

In the North Division a large number of slaves are reported to be in readiness for export, both at Pongas and Gallinas; at the latter place the whole neighbourhood is in a state of war, slave-hunts have lately been of daily occurrence, villages and towns are said to be deserted, in many instances the natives leaving their property and cattle behind them, to escape the rapacious hands of Prince Mannah and Salt Fish. The cause of this state of affairs is chiefly the French emigration system; the slaves for the "*Regina Cœli*" were again made slaves on swimming to the shore.

A number of Spaniards have re-opened the Slave Trade at the Gallinas, where they have erected two large houses, in which they are stowing the unhappy natives, until a sufficient number are collected for transportation in two vessels which are shortly expected to take them away.

I am about to dispatch a vessel to the Gallinas, to call upon the Princes and Chiefs to comply with the Articles of their Treaty engagements with England,

and to point out to them the punishment they will receive if they re-open the Slave Trade in their territory. I shall also cause the Gallinas coast to be strictly watched. Commander Close, of the "Trident," has been ordered to investigate the reported Slave Traffic in the Pongas.

In the Bights Division, in 1857, slave-trading was commenced with considerable vigour, but with little success; every vessel, with the exception of the "*James Buchanan*" (which escaped with 600), was captured, some in the act of shipping, and others with a portion of their cargo on board. A fine American schooner, called the "*Hanover*," arrived in December 1857, with the intention of obtaining negroes; and, in order to elude suspicion, commenced receiving a cargo of palm oils: her ultimate intentions were well known, and it was discovered that 80 slaves were collected at Adaffie for shipment. Commander Aplin, of the "*Hecla*," landed, and ascertained that the slaves had been removed to Porto Seguro and Aghwey. So strict a watch was kept on the "*Hanover*," that the attempt to ship slaves was given up in despair, and she left the Bights, in March last, with a small cargo of palm oil.

The next attempt was made by the American schooner "*Lydia Gibbs*;" she was captured by the "Trident" on the 29th May, 1858, positive information of her intentions having been received from the shore at Aghwey, where she had just landed 25,000 dollars to purchase slaves.

Slave-hunts by the people of the King of Dahomey against the inhabitants of Abbeokuta, and *vice versa*, have of late been common occurrences. Large numbers of slaves are ready for shipment at Whydah and other places. The King of Dahomey demands from 60 to 170 dollars each for his slaves; the consequence is, the majority of the slavers proceed to the head-quarters of the Slave Trade, the South Coast.

It is satisfactory to know that the legal trade in the Bights is not at present much affected by slaving transactions. A very good palm-oil season is expected; trade in cotton is very brisk; and the exports from the Bights of Benin in 1857 showed an increase, since 1856, of 200,372*l.*; the value of exports in 1856 being 812,328*l.*, and in 1857, 1,062,700*l.*

In the South Coast Division slave-trading flourishes to a formidable extent; legal traffic is almost completely suppressed; all the slavers which escaped in 1857, and to June of the present year, were, with one exception, from the South Coast Division.

The barracoons at Mazumba, Killongo, Killoo river, Black Point, Louiza, Loango, Londono, Malemba, Cabinda, Monuda, Punta da Lenha, and Snake's Head, have each, at different times, been full of slaves.

Within the last month numbers of slaves at Cabinda, and various other barracoons, have been purchased by the French.

The great slave-mart exists at Embomma, situated fifty miles up the Congo, in the confluence of the Rivers Quango and Kasai. As many as 300 slaves a-day have been lately purchased by Portuguese agents for foreign exportation: the highest price is only 16 dollars a-head, against 170 dollars in the Bights. Cloth, rum, and other goods, are gladly taken in change for slaves.

The slaves procured at Embomma are brought down the river in canoes, and are said to be conveyed by creeks to Monuda; from thence marched to the various barracoons, where, in many late instances, many hundreds have died of starvation.

The chief European sengaged in the Slave Trade on the South Coast are the following, who reside at Punta da Lenha in the Congo:—*Senhor G. José da Silva*, *Senhor Limina*, *Senhor Pamplona*, *Senhor Carvalho*. These people are chiefly Portuguese Brazilians, and must have amassed immense fortunes, especially the noted slave-dealer *Senhor G. de J. da Silva*, to whom the barracoons at Snakes' Head belong. *Senhor Antonio José Fernandez* is reported to be an agent of a Slaving Company in the Havana; he possesses two pilot-boats, furnished with Portuguese colours and paper, called the "*Rival*" and "*Triumpho*:" they are said to be employed to communicate with the slavers in the offing.

Inclosure 1 in No. 131.

RETURN of Vessels engaged in the Slave Trade, on the West Coast of Africa, which have either been Captured or Escaped, during the year 1857.

Name of the Vessel.	Supposed Owners.	What			Where belonging.	Last from.	Place where Slaves were to have been shipped.	Escaped or Captured.	Number of Slaves on board.	Nature of cargo, &c.	Remarks.
		Reg.	Colour.	Tonnage.							
Sultana ...	At Bahia ...	Brig	Spanish	...	Fitted out at Monte Video, with slave equipments, for the coast of Africa, to obtain 440 slaves	Rio de Janeiro, February 26, 1857	Not known ...	Supposed to have escaped	Not known; could convey 800	...	"The vessel fitted and equipped at Monte Video for the Slave Trade, with the intention of proceeding to the coast of Africa, and then ship 440 slaves, which were to be landed at Havana, but the Master taking freight, her slave-boilers were thrown overboard, and some other articles transferred to the "Uruba." The "Sultana" conveyed a cargo of jerked beef to Rio de Janeiro, and from thence sailed on February 28, supposed for the coast. This vessel has not been met with on the coast, and it is only too probable that she has succeeded in shipping her slaves.
American ship "Shanghai," now the Spanish ship "Havana"	Sold to a Spanish house at Havana	Ship	Ditto	645	Havana	...	Ditto ...	Ditto ...	Not known; could convey 1,000	...	"On a former occasion, under another name, this vessel succeeded in conveying 431 negroes to Havana; produced the sum of 345,000 dollars."
Adams Gray	Company for Expedition to Africa	Brigantine	American	180	New Orleans	Havana	Not known, supposed in Rights South Coast	Captured ...	None; could convey 600	Slave-deck, copper, &c.; provisions	After she has landed her cargo at Marseilles, this vessel is intended to be employed in the Slave Trade, and will proceed to the coast of Africa for a cargo. She has not as yet been seen on the coast.
W. D. Adams	Ditto	Ditto	Ditto	174	Ditto	Ditto	...	Escaped ...	About 800	Slave-fittings, &c.	Watched out of the Rights by "Teaser," in April, 1857; proceeded to South Coast, and there shipped a cargo.
Jupiter	Ditto	Ditto	Ditto	179	Ditto	Havana and Teneriffe	Paya Novo, near Great Popoe Rights	Captured while shipping	70; was to have received 800	Slave-deck; slaves' galley; and provisions and whiskey	Captured by Her Majesty's ship "Prometheus;" without colours or papers; with slave-fittings.
Abbot Devereux	Company for Expedition to Africa	Schooner	American	113	A Company in Havana	Havana. Cleared for Mozambique	In Rights	Captured while shipping	320; could convey 400	Slave-deck, copper, provisions, and slaves	Watched out of the Rights by "Teaser," in April, 1857; proceeded to South Coast, and there shipped a cargo.
J. H. Record	Ditto	Ditto	Ditto	109	Ditto	Havana	In Rights at Pernambuco	Captured ...	191; could convey 400	Ditto	Captured by Her Majesty's ship "Prometheus;" without colours or papers; with slave-fittings.
Clara B. Williams	Ditto	Barque	Ditto	331	Ditto	Ditto	Between Loango and Kilicongo, South Coast	Ditto	Was to have received 800	Slave-deck, copper, provisions, &c.	Captured by "Antelope," September 3, 1857; chased whilst shipping.
Venus	Ditto (37)	Ship	Spanish	419	Ditto	Ditto. Cleared for Buenos Ayres	Unknown	Escaped ...	Stated to be 900	Unknown	Captured by "Antelope," October 26, 1857, when on the point of shipping.
Restauracion	Ditto (37)	Ditto	Ditto	800	Ditto	Matanga	Black Point, South Coast	Captured ...	Was to have received 800	Slave-deck, copper, provisions, &c.	Escaped in 1857. Has not been fallen in with by any of our cruisers on the West Coast of Africa.
R. B. Lawton	Ditto	Brig	American	198	Ditto	Havana. Cleared for Boston	South Coast	Escaped ...	About 600	Ditto	This vessel was run on shore, and deserted by her crew, when chased by the boats of Her Majesty's ship "Alceto," on the South Coast, in September last. On taking possession of her a slave-deck was discovered to be laid.

The undermentioned seven ships have been reported to Lord Clarendon, on May 6, 1857, by Mr. Crawford, Her Majesty's Consul at Havana, as having left that place for the coast of Africa, to obtain slaves, without any papers of nationality whatever on board.

* Colours and papers destroyed by master.

Return of Vessels engaged in the Slave Trade on the West Coast of Africa, &c.—continued.

Name of the Vessel.	Supposed Owners.	What			Where belonging.	Last from.	Place where Slaves were to have been shipped.	Escaped or Captured.	Number of Slaves on board.	Nature of Cargo, &c.	Remarks.
		Reg.	Colours.	Tonnage.							
Lewis Mc Lane	Company for Expedition to Africa	Schooner	American*	17	A Company in Havana New Orleans	Havana; cleared for Boston	Kilongo, South Coast	Captured	Was to have received 600	Slave-deck, coppers, provisions, &c.	Captured on September 15, by Her Majesty's ship "Alceto," with slave-deck laid, when about to ship 600 slaves. Papers and flag destroyed by the master. This vessel was boarded by the boats of the "Veuvin" and "Scourge," off Punta da Lenha, in the Congo.
Onward	Ditto	Ditto	Ditto*	199	Boston	Havana and St. Thomas, for water	South Coast	Ditto	Ditto	Ditto	Captured by Her Majesty's ship "Alceto," on the South Coast; slave-deck partly laid; colours and papers destroyed by master. The "Onward" has been boarded by several of our cruisers, and released, on account of her papers being, to all appearance, genuine.
Name unknown	Ditto	Ditto	Ditto*	150		Ditto	Ditto	Ditto	Ditto	Ditto	Captured by "Sappho," in September 1857.
Charles	Ditto	Ship	Ditto*	1,000	Boston	New Orleans, sold at that place to Company for Expedition to Africa, touched at Annabon and St. Thomas, for water	Snake's Head Lat. 6° 40' S.	Ditto	About 1,000	Slaves, slave-deck, provisions	Burnt by "Sappho," having run on shore when chased September, 1857. 317 slaves were taken by "Sappho," 200 drowned in the surf; remainder taken prisoners on shore, and driven to barracoons.
Splendid	Ditto	Barque	Ditto*	300	New Orleans	Teneriffe	Neighbourhood of Benguela	Ditto	Was to have received 800	Slave-deck, coppers, and provisions	Captured by a Portuguese man-of-war for being engaged in the Slave Trade, about to have received slaves from neighbourhood of Benguela.
Crimes	Ditto, Principal shareholder, — Drinkwater, at Havana	Brigantine	Ditto	308	Ditto	Havana	In the Congo	Escaped	700	Ditto	Escaped from the Congo, in November, 1857.
Wm. Clark	Company for Expedition to Africa	Brig	Ditto*	200	Ditto	Teneriffe	Little Popoe Bights	Captured	Was to have received 600	Slave-fittings, water, and provisions	Captured by the "Firefly," the crew having mutinied, and confessed she was a slave.
Nancy	Ditto	Ditto	Ditto		Supposed of Havana	St. Thomas, West Coast of Africa, to complete water	South Coast	Escaped	600	Slaves, slave-deck, water, and provisions	Escaped in August 1857, from South Coast.
Conchita	Don Domingo Muelich, at Agwey	Barque	Spanish	250	Havana	Havana	Supposed at Agwey Bights	Captured	None; could convey 800	Run, sugar, and general	Captured by the "Firefly," on account of her having rice, farinha, water, and blank for slave-deck on board, contrary to the Treaty with Spain.
Antonio	Not known	Schooner	Ditto	80	Ditto	Ditto	Not known	Ditto	None; could convey 300	Slave-fittings	The captain of this vessel being dead, the crew surrendered her to the Gold Coast authorities, as being a slave.
Name unknown	Supposed to belong to Company for Expedition to Africa	Brig	American*	200	Supposed Havana	Unknown	Snake's Head, South Coast	Ditto	Was to have received 600	Slave-deck, water, and provisions	Captured by Her Majesty's ship "Myrmidon," with slave-deck laid. Flag and papers destroyed by master.
Ditto	Ditto	Schooner	Ditto		Ditto	Ditto	South Coast	Ditto	Ditto	Ditto	Ditto.
Bremen	Ditto	Brigantine	Ditto*	165	New York	Havana, direct to the coast of Africa	In Congo, South Coast	Ditto	Ditto	Ditto	This vessel left New York for Havana, with an American captain and correct papers. On arrival at Havana a man, calling himself William Spence, a naturalised Dane, took charge as master, and the American crew were changed for foreigners; and the ship left Havana in August, with every equipment on board for the Slave Trade. She arrived on the coast September 29, and was captured by the "Veuvin," October 9.
Jas. Buchanan	Ditto	Schooner	Ditto	146	Supposed Havana	Supposed Havana	In Bights	Escaped	Stated to be 600	Ditto	Colours and papers destroyed by the master. Shipped 600 slaves at Whydah, September 26; the following day was chased by the "Jezebel," for 130 miles, but succeeded in escaping. [Has been boarded by Commodore Adams; papers apparently correct.]
Petrel	Ditto	Brig	Ditto		Ditto	Ditto	At Cabinda, South Coast	Ditto	600	Ditto	Escaped from the South Coast in September, with 600 slaves on board.

* Colours and papers destroyed by master.

Inclosure 1 in No. 131.

Return of Vessels engaged in the Slave Trade, on the West Coast of Africa, which have either been Captured or Escaped, during the year 1857.

Name of the Vessel.	Supposed Owners.	What		Where belonging.	Last from.	Place where Slaves were to have been shipped.	Escaped or Captured.	Number of Slaves on board.	Nature of cargo, &c.	Remarks.
		Big.	Colours.							
Sellana ...	At Bahia ...	Brig	Spanish	Fitted out at Monte Video, with slave equipments, for the coast of Africa, to obtain 440 slaves	Rio de Janeiro, February 28, 1857	Not known ...	Supposed to have escaped	Not known; could convey 600	...	"The vessel fitted and equipped at Monte Video for the Slave Trade, with the intention of proceeding to the coast of Africa, and then ship 440 slaves, which were to be landed at Havana, but the Master taking freight, her slave-holders were thrown overboard, and some other articles transferred to the "Urania." The "Urania" conveyed a cargo of jerked beef to Rio de Janeiro, and from thence sailed on February 28, supposed for the coast. This vessel has not been met with on the coast, and it is only too probable that she has succeeded in shipping her slaves.
American ship "Shanghai," now the Spanish ship "Havana"	Sold to a Spanish house at Havana	Ship	Ditto	Havana	Intended to take a cargo of sugar to Maracilles	Ditto ...	Ditto ...	Not known; could convey 1,000	...	"On a former occasion, under another name, this vessel succeeded in conveying 431 negroes to Havana; produced the sum of \$45,000 dollars."
Adams Gray	Company for Expedition to Africa	Brigantine	American*	New Orleans	Havana	Not known, supposed in Rights South Coast	Captured ...	None; could convey 600	Slave-deck, copper, &c. provisions	After she has landed her cargo at Maracilles, this vessel is intended to be employed in the Slave Trade, and will proceed to the coast of Africa for a cargo. She has not as yet been seen on the coast.
W. D. Adams	Ditto	Ditto	Ditto*	Ditto	Ditto	Praya Novo, near Great Popoe Rights	Escaped ...	About 600	Slave-holdings, &c.	Captured by Her Majesty's ship "Prometheus," without colours or papers, with slave-slings.
Jupiter	Ditto	Ditto	Ditto*	Ditto	Havana and Teneriffe	...	Captured while shipping	70; was to have received 600	Slave-deck; slaves' galley; and provisions and whiskey	Watched out of the Rights by the "Teaser" in April, 1857; proceeded to South Coast, and there shipped a cargo. Captured by the "Antelope," on June 30, 1857, with 70 slaves.
Abbot Devereux	Company for Expedition to Africa	Schooner	American*	A Company in Havana	Havana. Cleared for Monrovia	In Rights	Captured while shipping	380; could convey 400	Slave-deck, copper, provisions, and slaves	Captured by "Teaser," in July, 1857; chased whilst shipping.
J. H. Record	Ditto	Ditto	Ditto*	Ditto	Havana	In Rights at Perceval	Captured ...	191; could convey 400	Ditto ...	Captured by "Antelope," September 3, 1857; chased whilst shipping.
Clara B. Williams	Ditto	Barque	Ditto*	Ditto	Ditto	Between Loango and Killoongo, South Coast	Ditto ...	Was to have received 800	Slave-deck, copper, provisions, &c.	Captured by "Alceto," October 26, 1857, when on the point of shipping.
Venus	Ditto (qr)	Ship	Spanish	Ditto	Ditto. Cleared for Buenos Ayres	Unknown	Escaped ...	Stated to be 900	Unknown	Escaped in 1857. Has not been fallen in with by any of our cruisers on the West Coast of Africa.
Restauracion	Ditto (qr)	Ditto	Ditto	Ditto	Matanga	Black Point, South Coast	Captured ...	Was to have received 800	Slave-deck, copper, provisions, &c.	This vessel was run on shore, and deserted by her crew, when chased by the boats of Her Majesty's ship "Alceto," on the South Coast, in September last. On taking possession of her a slave-deck was discovered to be laid.
R. B. Lawton	Ditto	Brig	American	Ditto	Havana. Cleared for Boston	South Coast	Escaped ...	About 600	Ditto ...	Escaped in August 1857.

* Colours and papers destroyed by master.

The undermentioned seven ships have been reported to Lord Clarendon, on May 6, 1857, by Mr. Crawford, Her Majesty's Consul at Havana, as having left that place for the coast of Africa, to obtain slaves, without any papers of nationality whatever on board.

Return of Vessels engaged in the Slave Trade on the West Coast of Africa, &c.—continued.

Name of the Vessel.	Supposed Owners.	What			Where belonging.	Last from.	Place where Slaves were to have been shipped.	Escaped or Captured.	Number of Slaves on board.	Nature of Cargo, &c.	Remarks.
		Reg.	Colours.	Tonnage.							
Lewis Mc Lane	Company for Expedition to Africa	Schooner	American*	17	A Company in Havana New Orleans	Havana; cleared for Boston	Kilongo, South Coast	Captured	Was to have received 600	Slave-deck, coppers, provisions, &c.	Captured on September 15, by Her Majesty's ship "Alecto," with slave-deck laid, when about to ship 600 slaves. Papers and flag destroyed by the master. This vessel was boarded by the boats of the "Veuvin" and "Scourge," off Punta da Lenha, in the Congo.
Onward	Ditto	Ditto	Ditto*	199	Boston	Havana and St. Thomas, for water	South Coast	Ditto	Ditto	Ditto	Captured by Her Majesty's ship "Alecto," on the South Coast; slave-deck partly laid; colours and papers destroyed by master. The "Onward" has been boarded by several of our cruisers, and released, on account of her papers being, to all appearance, genuine.
Name unknown	Ditto	Ditto	Ditto*	150		Ditto	Ditto	Ditto	Ditto	Ditto	Captured by "Sappho," in September 1857.
Charles	Ditto	Ship	Ditto*	1,000	Boston	New Orleans. Sold at that place to Company for Expedition to Africa. Touched at Annabon and St. Thomas, for water	Snake's Head Lat. 6° 40' S.	Ditto	About 1,000	Slaves, slave-deck, provisions	Burnt by "Sappho," having run on shore when chased, September, 1857. 317 slaves were taken by "Sappho;" 200 drowned in the surf; remainder taken prisoners on shore, and driven to barracoons.
Splendid	Ditto	Barque	Ditto*	300	New Orleans	Teneriffe	Neighbourhood of Benguela	Ditto	Was to have received 800	Slave-deck, coppers, and provisions	Captured by a Portuguese man-of-war, for being engaged in the Slave Trade; about to have received slaves from neighbourhood of Benguela.
Crimca	Ditto	Brigantine	Ditto	308	Ditto	Havana	In the Congo	Escaped	700	Ditto	Escaped from the Congo, in November, 1857.
Wm. Clark	Ditto. Principal shareholder, — Drinkwater, at Havana	Brig	Ditto*	200	Ditto	Teneriffe	Little Popoe Bigita	Captured	Was to have received 600	Slave-fittings, water, and provisions	Captured by the "Firefly," the crew having mutinied, and confessed she was a slave.
Nancy	Ditto	Ditto	Ditto		Supposed of Havana	St. Thomas, West Coast of Africa, to complete water	South Coast	Escaped	600	Slaves, slave-deck, water, and provisions	Escaped in August 1857, from South Coast.
Conchita	Don Domingo Mustich, at Aghwey	Barque	Spanish	250	Havana	Havana	Supposed at Aghwey Bigita	Captured	None; could convey 800	Rum, sugar, and general	Captured by the "Firefly," on account of her having rice, farinha, water, and plank for slave-deck on board, contrary to the Treaty with Spain.
Antonio	Not known	Schooner	Ditto	80	Ditto	Ditto	Not known	Ditto	None; could convey 900	Slave-fittings	The captain of this vessel being dead, the crew surrendered her to the Gold Coast authorities, as being a slave.
Name unknown	Supposed to belong to Company for Expedition to Africa	Brig	American*	200	Supposed Havana	Unknown	Snake's Head, South Coast	Ditto	Was to have received 600	Slave-deck, water, and provisions	Captured by Her Majesty's ship "Myrionides," with slave-deck laid. Flag and papers destroyed by master.
Ditto	Ditto	Schooner	Ditto		Ditto	Ditto	South Coast	Ditto	Ditto	Ditto	Ditto
Bremen	Ditto	Brigantine	Ditto*	185	New York	Havana, direct to the coast of Africa	In Congo, South Coast	Ditto	Ditto	Ditto	This vessel left New York for Havana, with an American captain and correct papers. On arrival at Havana a man, calling himself William Science, a naturalised Dane, took charge as master, and the American crew were changed for foreigners; and the ship left Havana in August, with every equipment on board for the Slave Trade. She arrived on the coast September 29, and was captured by the "Veuvin," October 9.
Jas. Buchanan	Ditto	Schooner	Ditto	145	Supposed Havana	Supposed Havana	In Bigita	Escaped	Stated to be 600	Ditto	Colours and papers destroyed by the master. Shipped 800 slaves at Wydah, September 26; the following day an chased by the "Firefly," at 130 miles, but succeeded in escaping. (Has been boarded by Commodore Adams; papers apparently correct.)
Petrel	Ditto	Brig	Ditto		Ditto	Ditto	At Cabinda, South Coast	Ditto	800	Ditto	Escaped from the South Coast in September, with 600 slaves on board.

* Colours and papers destroyed by master.

Return of Vessels engaged in the Slave Trade on the West Coast of Africa, &c.—continued.

Name of the Vessel.	Supposed Owners.	What		Where belonging.	Last from.	Place where Slaves were to have been shipped.	Escaped or Captured.	Number of Slaves on board.	Nature of Cargo, &c.	Remarks.
		Rig.	Colours.							
W. G. Lewis ...	At New York ...	Barque	American ...	New York ...	New York ...	...	Captured; subsequently released	None	General slave-cargo	Captured by boats of United States' corvette "Dole," at Ponta da Lenha, on November 14; she was dispatched to Norfolk, on account of her irregular papers, and having a large quantity of castles and shooks on board; subsequently released by American Government. The "W. G. Lewis" was an undoubted slave.
Windward ...	Company for Expedition to Africa, at New York	Brigantine	Ditto*	Ditto	Havana	Shipped 16 miles up the Congo	Captured	608	Fittings for slaves	Captured by Her Majesty's ship "Alcedo," after a chase of 34 hours (November 4th); 149 slaves died.
Telegraph ...	Ditto	Ditto	Ditto	Havana, purchased in United States	Ditto	Ditto	Escaped	600	Ditto	Bordered by boats of "Hecla," at Ponta da Lenha, December 5, 1857; papers apparently regular; a few days later escaped from the river.
Niagara ...	Ditto	Schooner	Ditto*	Ditto	Ditto	Black Point, South C at	Captured	Was to have received 800	Fittings for slaves, and rum, &c.	Captured by Her Majesty's ship "Hecla," December 6, 1857, without papers or colours, when about to receive 600 slaves.
Frank ...	Ditto	Brig	Ditto	Ditto	Ditto	South Coast, place uncertain	Escaped	About 800	Fittings for slaves	Not fallen in with by any of our cruisers. Information received from master of "Niagara."

* Colours destroyed by master.

† Belong to one Company; principal shareholder, — Drinkwater, at Havana.

No. Capable of containing

Total number of Vessels supposed to have come for Slaves to West Coast of Africa in 1857 ... 31 ... 19,900 slaves.

Captured in the year 1857, including the "W. G. Lewis," subsequently released ... 90 ... 11,800 " exclusive of vessels released.

Escaped in the year 1857 ... 11 ... 7,400 slaves.

Slaves captured in Ships by Her Majesty's cruisers in 1857

Ditto, in Canoes ... 1,501

Total of Slaves ... 108

1,609

" Vesuvius," Cabinda, August 6, 1858.

(Signed)

CHAS. WISE, Commodore and Senior Officer, West Coast of Africa.

Inclosure 2 in No. 131.

RETURN of Vessels engaged in the Slave Trade on the West Coast of Africa, which have either been captured or escaped, between the 1st of January and the 30th of June, 1858

Name of the Vessel.	Supposed Owner.	Wind		Where belonging.	Last from.	Place where Slaves were to have been shipped.	Escaped or Captured.	Number of Slaves on board.	Nature of Cargo.	Remarks.
		Rig.	Colour.							
Merchaut	Company for Expedition to Africa	Schooner	American	Havana	Havana	Supposed neighbourhood of Mayumba	Escaped, February 1858	About 600	Slave cargo, rum, &c.	This vessel was boarded by "Conflict," off Cape Verde, No. 8, regarding her trial as a slave in the United States.
Wintermoyel	Ditto	ditto	American, destroyed by master	Flushing, United States	ditto	Unknown	Captured	None, was to have received 500	Rum, plank, water, and slave-copper	Captured by the boats of "Conflict" at Ponta de Lenha, February 27, 1858.
Name unknown	Ditto, Senhor Macquie, Master	Brig	American	Havana, purchased in United States. Long-bone, South Coast	ditto	Longbone	Escaped	800	Rum, plank for slave-deck, water, and provisions	On 6th March communicated with the shore, and went to cruise for 20 days, as she has not been seen since, there is little doubt but that she has escaped.
Almeida	Ditto, at St. Jago de Cuba	Barque	American, destroyed by master	New York	St. Jago de Cuba	Red Point, South Coast	Captured	None, was to have received 800	Slave-deck laid, water-casks full, and galley on board	Captured by "Conflict" off Red Point, March 12, 1858. Captain and crew on shore, arranging for a cargo of slaves.
Robt. M. Charlton	Company for Expedition to Africa	Brigantine	American	ditto	Havana	Between Black Point and Loango	ditto	ditto	Genoa; worth 4,000. Plank for slave-deck, water, and copper, together with 5,000, to purchase the slaves	Captured by "Medusa," off Kilonga, March 22, 1858. Two crews, one naturalized Americans, the other Spanish. The captain conveyed 600 slaves in the "Jas. Buchanan," in September 1857.
Minneltonka	Ditto	Barque	ditto	ditto	Cardenas in Cuba	13 miles south of Black Point, South Coast	ditto	None, was to have received 900	Fully equipped for Slave Trade. 380 ounces of gold in doubloons on board	Captured by "Heron," April 18, off Black Point, South Coast. The "Minneltonka," in November 1857, conveyed 970 slaves from East Coast of Africa.
Unknown, supposed to be the St. Olaf	Norwegian	Top-sail-schooner	None	Not known	Havana	Cape Verge, North Coast	ditto	None, was to have received 400	Slave-deck, water, copper, and provisions	Captured by "Alecto," at anchor off Cape Verge, North Coast, April 13, 1858.
General Scott	Jose Aguirre, Havana	Schooner	American, destroyed by master	New York	ditto	Cabinda	ditto	None, was to have received 600	Plank for slave-deck, copper, and water, provisions for slaves, and 1,813.	Captured by "Teaser" at sea, on March 5, 1858, in latitude 35° 8', longitude 90° 45' E. South Coast.
Lydia Gibbs	Company for Expedition to Africa	ditto	ditto	ditto	ditto	In Bights, supposed between Agway and Popoe	ditto	ditto	Slave-deck, water, provisions, and money (242, 181, 6d.)	Captured by "Trident" in the Bights, May 26, 1858.
Angelina	Regers, Havana	Top-sail-schooner	ditto	Prospere, near New York	Havana, four months on passage	Malamba	ditto	ditto	Deck laid, water, copper, and rum on board	Captured by "Conflict" South Coast, on June 13, 1848, in latitude 30° 30' S, longitude 110° 50' E.
St. Andrew	Said to be Chas. Berkeley of Charleston	Brigantine	American	Charleston, United States	Havana	Up the Congo	ditto	ditto	Rum, plank for slave-deck, water, and provisions	Captured by "Viper," off the River Congo, June 19, 1858. This vessel has been registered at Havana, without papers or register being removed.
Telegraph	Company for Expedition to Africa. Principal shareholder, Drunkwater of Havana	ditto	ditto	Havana, purchased in the United States	ditto	Not yet ascertained	Escaped	About 700	ditto	Escaped in June from the South Coast; not fallen in with by our cruisers, but sighted and visited by an American whaler. This vessel escaped with a full cargo in 1857.
Jas. Buchanan, or Putnam	Company for Expedition to coast of Africa	ditto	ditto	ditto	ditto	Killoe River	ditto	600	ditto	Chased by "Heron" and "Heron's" boats, but escaped. This vessel escaped in 1857 with a full cargo.

Total Number of Vessels supposed to have come for slaves to West Coast of Africa between January 1 and June 30, 1858

13

capable of containing 8,500 slaves.

Captured between January 1 and June 30, 1858

9

5,800

Escaped between January 1 and June 30, 1858

4

2,700

Inclosure 3 in No. 131.

Commander Courtenay to Commodore Wise.

Sir,

"Conflict," Loango Bay. June 3, 1858.

I HAVE the honour to inclose a copy of a paragraph from a New York paper, of October last, respecting the schooner "*Merchant*," of New York.

This vessel was met by Her Majesty's steam-sloop under my command, on the 17th of December, 1857, off Corisco, and boarded, as reported in my letter of December 31, 1857.

I wish to point out that, if the circumstances regarding the like trials were made known in future to naval officers on this coast, through Her Majesty's Consuls at New York and other ports in the United States, their hands would be greatly strengthened in the performance of their duty in endeavouring to suppress the Slave Trade.

I have, &c.

(Signed) M. W. COURTENAY.

P.S.—The "*Merchant*" herein-named, shipped a cargo of about 600 slaves in February 1858, from the neighbourhood of Mayumba, South Coast, and escaped in safety.

(Signed)

CHAS. WISE,

*Commodore and Senior Officer, West Coast of Africa.**"Vesuvius," at Cabinda, August 6, 1858.*

Inclosure 4 in No. 131.

*Extract from a New York Paper.*The Slaver "*Merchant*."

United States' District Court.

October 2.—The United States' Agent *v.* Joseph Santos and others.

This morning the defendants in this case, who are charged with fitting out the schooner "*Merchant*" for a slave voyage, were discharged on their own recognizances, which practically amounts to a discontinuation of the suit.

No. 132.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

August 12, 1858.

ON the 1st of June Commander Hunt received official intimation from the Governor of Sierra Leone that barracoons were being established for slaves by Spaniards at the Gallinas, and that two vessels were waiting for slaves there: in consequence of this communication, the "*Alecto*" proceeded to the Gallinas on the 2nd June, and anchored off the entrance of the river, 5th June. The cutter and whaler, in charge of Lieutenant Walker and Mr. Furneaux, boatswain, was dispatched to reconnoitre the islands inside the bar and the river entrance. The boats returned in the afternoon, having seen nothing. The natives stated that no white men live there now, but did four years ago; they say there are some white men at a place called Kittymar, about a day's journey in boats to the northward, inside the islands, but the weather did not permit further search in boats. The "*Alecto*" weighed the same day, and steamed along the coast, with boats in-shore endeavouring to obtain information. Numerous villages and large houses with high conical roofs, larger than the barracoons on the South Coast, were observed on shore. The surf was too heavy to understand what the natives had to say.

The following is an extract from Commander Hunt's letter, relative to the reported slave-trading at the Gallinas: "Prince Manna and Salt Fish are fully prepared to ship slaves, and have orders for cargoes; but I doubt any vessel being able to ship whilst the present heavy weather lasts; it had just set in when we arrived. On our previous visit all was quite smooth, and our boats entered quite easy in a smooth place between the shore and outer surf.

"When the bar is passable, the sea does not break across this part; on approaching the bar it appears shut in with surf all across, but on pulling along to the northward (or left as you face the beach), you perceive an opening between the beach and the surf; you pull up inside the outer surf, along the beach, for a quarter of a mile, where the unbroken entrance of the river presents itself to your view, as I have drawn it."

The report from Acting Commander Fitzroy, of the "*Childers*," fully confirmed the truth of the reported slave-trading at the Gallinas. He states that Prince Manna and Salt Fish were collecting slaves, and engaged in slave hunts; the

escaped emigrants from the "Regina Coeli" were confined in barracoons, and Prince Manna had received a letter to say that ships were coming to the Gallinas, and to have slaves ready for them. The natives had deserted their villages, and left their goods and cattle behind them, to escape the slave-hunts of Prince Manna.

Under the above circumstances, I have considered it my duty to forward orders to Commander Hunt to call upon Prince Manna and the Chiefs of Gallinas to comply with the Articles of their Treaty Engagements with England, forbidding the exportation of slaves from their territory, and to point out to them the punishment they will receive by any disregard of their Agreements. On receiving Commander Hunt's report of his proceedings in this matter, I shall be able to state what course I intend towards the punishment of these people.

Lieutenant Chapman has discovered an abundant supply of water from a running stream at the north-west side of Jamara Island, Isles de Los; the anchorage is good, and ships can complete in a short space of time. Whilst at that anchorage, Lieutenant Chapman received information that slaves were constantly conveyed during the rainy season from the neighbourhood of Sallahtook Point to the River Pongas, and that a vessel was expected there early to ship them.

In consequence of this information, the "Spitfire" proceeded to the sand-bar entrance of the Pongas on the evening of the 8th of June, and anchored there the next morning, and sent a paddle-box boat and gig, in charge of Mr. Long, second master, to examine the creeks; they returned the following day, having found that slaves were collected there, but that no vessel was expected to take them away before the end of July.

Lieutenant Hodgkinson, on landing at Moanda Bay, found two large launches and whale-boats under repair; also a large lagoon, only separated from the sea by a sandy beach, in some places sixty yards wide; a communication is supposed to exist between the lagoon and Pirates' Creek. A large new launch, about thirty tons, had been brought down from the lagoon for launching, an operation effected by cutting a canal through the strip of land into the sea.

Two years ago, it is said, a schooner of ninety tons was built and launched in this manner, and escaped from the Congo full of slaves.

Lieutenant Hodgkinson visited Senhor J. da Silva, living at Moanda: he is the head man of the place, and his occupation consists in providing slave-holders and barracoons along the coast with provisions; he owns six large launches, employed on this service, and several other merchants residing there are similarly employed.

Senhor Silva is well known to be engaged in the Slave Trade; the latest vessels consigned to this person are the "*General Scott*" and "*St. Andrew*," and I imagine that he is chiefly employed purchasing slaves at the Embomma market, with the rum all these slavers convey.

No. 133.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

August 12, 1858.

COMMANDER HUNT, of the "*Alecto*," in continuation of his proceedings detailed in my letter of the 4th of July, reports that, on the 7th of May, he left Sierra Leone, and proceeded to the northward, and, on the evening of the 8th, boarded the brig "*Caroline*," under American colours.

The circumstances attending the boarding, and subsequent detention and release, of that vessel, are fully detailed in the report from Commander Hunt, a copy of which has been forwarded to the Admiralty. I much regret that Commander Hunt should have been led into such an error as to tow an American vessel to Sierra Leone, solely to assure himself of her nationality, although there were strong reasons to believe that she was engaged in the Slave Trade.

You will observe that the master of the "*Caroline*" has dropped all proceedings relative to the seizure of his vessel, as she had sustained no injury by her detention, and I trust no more will be heard of the transaction.

I fear that such occurrences are always liable to take place so long as the American flag is prostituted as it is at present; at the same time, our friendly relations with the United States may be at any time imperilled.

Without some new arrangement for boarding United States' vessels, Slave
CLASS A.

Trade will thrive, and all our efforts to suppress it prove futile. Even legal traders connive at the Slave Trade, by continually endeavouring to entrap our officers into some act which may tend to place them in an awkward position.

If an United States' vessel is sighted at sea on this station, in most cases her first proceeding is to alter course, and go through all the manœuvres of a slaver endeavouring to escape, not heaving-to, or showing her colours, till chased for many miles, at a large expense of fuel, and until well within the range of our guns. I have been treated in this manner on several occasions by legal American traders. In my report on the Slave Trade, I have made the only suggestion that occurs to me as being likely to obviate the great evils I have just mentioned.

The following is an extract from Commander Hunt's letter, which leads me to believe that the French flag is about to be prostituted for the furtherance of the Slave Trade :—

"Having information of a suspicious brig in the neighbourhood of Cape Verga, stood in for the Cape, and anchored off there in nine fathoms the same evening; and on the morning of the 25th, sent pinnace and cutter, in charge of Lieutenant Walker, to look for her, proceeding myself to sea under steam, lowest grade.

P.M., proceeded towards the Nunez; and at 6 P.M. stopped, lowered a boat, and went myself, with an officer who spoke French, alongside the French barque 'La Bayadère,' bound to the Nunez in ballast. No person went on board of her, nor was the vessel hove-to, neither were her papers demanded.

"The barque is evidently an American vessel in all her equipments except her jib, and apparently had a white eagle for a figure-head; looks new; says he is 287 tons, looks nearer 400. She was too light to have either water, provisions, or other stores on board; but the fact of so large a vessel going empty to the Nunez for a cargo, when our small traders seldom get a full cargo there, creates a suspicion in my mind that the ownership of her is likely to be transferred before long. Her crew were blacks, I suppose entitled to call themselves French subjects from Goree; and one person, apparently doing duty as mate, is much like an American. The person who represented himself as captain was a respectable-looking Frenchman."

No. 134.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"Vesuvius," off Loango, August 20, 1858.

I HAVE the honour to report that I sent the cutter and whaler of this ship to cruize between Malemba and Loango, on the 13th of August, in charge of Lieutenant Hand, and Mr. Douthwaite, gunner, proceeding in the "Vesuvius" off Killoo and Killongo. On the evening of the 17th August I fell in, and communicated, with Her Majesty's brig "Heron." Commander Truscott informed me that he had heard, from the master of an American whaler at anchor off Mayumba, that a brigantine, under American colours, called the "*Ellen*," of New York, had been off Mayumba, received on board some water, and proceeded southward to ship a cargo of slaves.

On the afternoon of the 19th I was off Loango, and saw an American brigantine, and the "Heron," at anchor in the roadstead.

I got up steam, and stood for the anchorage; and, before getting in, was rejoined by my boats, when I received the inclosed report from Lieutenant Hand.

On anchoring, Commander Truscott came on board, and informed me that he had taken charge of the American brigantine, believing her register and other papers to be forged, and that the vessel had assumed the American flag fraudulently. I then went on board the "*Ellen*," and, in company with Commander Truscott, inspected her papers, finding the following irregularities, viz. :—

The stamp on the registry was pasted on, instead of being embossed into the paper; his bill of lading ordered him to land his cargo at St. Thomas, but the declaration was neither signed by the master nor by the Collector of Customs; the cargo consisted of rice, dried fish, meal, jerked beef, &c.; fifty water-casks, filled, and a slave-deck partly laid, and planking enough to complete the rest; a quantity of small tubs used for feeding slaves; in fact, in every way fitted to carry a cargo of slaves, excepting the coppers, which, no doubt, were in some of the packages. (I regret to say Commander Truscott had lifted the hatches before I entered the port.)

The owner of this vessel was on board, an Italian by birth, but a naturalized

American, and produced a paper stating him to be so. There was also a Portuguese on board, who owned the bulk of the cargo, and said he had a factory at Black Point, or the neighbourhood, and was going to land his cargo to feed his slaves, and the plank was to build a house. The master was an American, and appeared a perfect tool in the hands of the owner. The crew was composed of Portuguese, Greeks, and Italians; they spoke broken English, but few of them could answer to their names on the crew-list.

The owner and master insisted that their papers were correct, and begged to be taken before a man-of-war to prove them, or to be sent back to New York, neither of which I was in a position to do.

On the 20th, early in the forenoon, I again went on board, and as both master and owner persisted in stating that their papers were correct, I advised Commander Truscott to give up this vessel, on an understanding that he was to go to St. Thomas, as directed by her bill of lading, which both owner and master willingly consented to do.

They complained to me of Commander Truscott having opened their hatches, but made no other complaint, nor any protest.

I am of a decided opinion that the "*Ellen*" is a slaver; in fact, by an extract from Lord Napier's despatch, relative to vessels engaged in the Slave Trade, taken from Lloyd's Weekly Newspaper, dated the 18th of August, 1858, she is stated to be so: that question is without a doubt; but being unable to ascertain whether her registry was correct, I considered that, according to law, the most prudent course was to cause her to be released.

I have, &c.
(Signed) CHAS. WISE.

No. 135.

Commodore Wise to the Secretary to the Admiralty.

*"Vesuvius," off Red Point, Lat. 5° 29' S., Long. 11° 43' E.,
August 24, 1858.*

Sir,

I HAVE the honour to report that, on the 24th August, at 9 A.M., being off Red Point, and steering north-east for the land about Cabinda, a strange sail was seen bearing north. Got up steam, shortened and furled all sail, and chased stranger, which was made out to be a barque on the port-tack, standing to the westward, distant fifteen or sixteen miles.

At 10-30, stranger finding he could not pass a-head of "*Vesuvius*" (which was steered so as to cut her off, and pass a-head, and to the westward of her), wore round and steered north-by-west: the wind at this time fell very light, and we rapidly approached her.

At 11-40 A.M., eased the engines and hailed the stranger, saying I intended to send a boat to him, who up to this time had shown no colours; but on stopping the engines hoisted an American ensign.

As this vessel's movements were to me suspicious, I determined going myself on board, taking Lieutenant Allingham, the Senior Lieutenant, with me. On reaching the deck, I asked for the master, and was answered by a person standing on the poop, or raised deck abaft, "Here I am; what right have you to come on board my ship?" I said, "I wish to see your register;" and was again answered by the master, "You have no right here, I can't attend to your wants at present;" he then left the deck, and produced his "sea-letter," and I again demanded his register, which was with reluctance shown me. This document stated the vessel to be called the "*E. A. Chase*," of Surrey, State of Maine, burthen 341 tons, owned by Messrs. Malachi E. Chase and Jude Chase, of New York, E. A. Booth, master; but I am unable to state if it is a correct document or not: my opinion is that it is a forged register. The master refused to let me see his crew-list and custom-house clearance; but stated he had a cargo of sorts, and was bound to the Congo. It appeared, by the log, he left New York on the 3rd July, and had touched at no place during his passage. He stated his crew to be seven men before the mast; but I counted fourteen: many of them were either Portuguese or Spaniards. He had a heavy deck-load of 1½-inch plank, and about fifty water-casks.

There is no doubt but that this vessel is engaged in the Slave Trade, and that

so soon as she arrives at Punta da Lenha, in the Congo, she will change hands, and, finally, sail with slaves; manned and commanded by the Spanish passengers now on board.

I have, &c.
(Signed) CHAS. WISE.

No. 136.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," at Sea, Loango Point, August 26, 1858.

THE disgraceful and undisguised prostitution of the American flag to cover slave-trading transactions will be clearly brought before your notice by the correspondence relative to the visiting and examination of the barque "*Venus*" by Her Majesty's "*Antelope*." By it you will observe that the time has at length arrived when all efforts of Her Majesty's cruisers to suppress the Slave Trade are frustrated, and every hope of civilizing Africa may be given up. American vessels with genuine registers, slave-deck laid, water and provision on board, and a second crew of Spaniards and Portuguese, are almost daily arriving on the coast, where they are not legally liable to capture until the American crew leave the vessel, which they do as soon as the slaves are on board; the slaver then becomes Spanish property, manned and commanded by Spaniards, in almost every instance escaping in safety; the "*Windward*," captured by the "*Alecto*" in November 1857, being the only instance to the contrary. This is the most popular and successful course, but other schemes are also followed. All American vessels lately boarded adhere to their flag, and produce an apparently correct register, showing their right to the flag of the United States. It is by their clearance and crew-lists, manifests, and logs only that irregularities and forgeries have been clearly discovered.

No. 137.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

August 12, 1858.

ON the 22nd of May the "*Hecla*" steamed from Lagos to Whydah, and anchored there, next day, in company with the "*Grondeur*" and "*Dialmath*," French steamers of war, and the French emigrant screw-barque "*Stella*." The French Commodore returned from Abomey on the 24th. The "*Grondeur*," "*Dialmath*," and "*Stella*," sailed the same night.

The following is an extract from Commander Aplin's report:—

"Neither the '*Buffalo*,' so long due, nor the '*Ardent*,' having arrived, and the ships in this division being, in consequence, very short of rum and biscuit, I proceeded, with the paymaster of the '*Hecla*,' on board the American vessels at anchor at Whydah to make the necessary inquiries in the event of it becoming necessary to purchase some.

"Among others, I went on board '*Lydia Gibbs*,' a schooner there, flying American colours, and which had been several days at anchor off Whydah. Not having sufficient reason, at that time, to doubt her nationality, I strictly confined myself to the object of my visit in her case, as in that of the other American vessels, not taking a boarding-book, or in any way acting as a boarding-officer.

"I left Whydah next morning with the mails for the '*Sharpshooter*,' leaving the '*Trident*' at anchor, watching the '*Lydia Gibbs*.'

"Early on the morning of the 29th of May, the schooner tried to leave Whydah for Aghwey, but Commander Close, having received information of her being equipped for slaves, weighed in pursuit, and captured her.

* * * * *

"On the evening of the 13th of June the '*Conflict*' anchored off Point Padrone, entered the Congo next morning, and sent the crew of the prize to Punta da Lenha. The '*Stella*' was anchor at Pirates' Creek, to ship emigrants. '*Viper*' and '*Teazer*' at Point Padrone, the latter having come to rendezvous per order.

"I weighed on the 1st of July, and got a few miles nearer Loango. Steamed in the next morning, finding at anchor the '*Jeanne d'Arc*,' Commodore Protêt: two

paddle-wheel steamers, the 'Grondeur' and a small one; the 'Stella,' and a French barque.

"I called on the Commodore, who returned my visit next morning.

"I steamed to Londono and Cabinda. Finding the 'Antelope' at anchor, sent her to communicate with the 'Viper' and 'Teazer,' off Congo, and to give provisions to the latter. The 'Viper' arrived on the 6th, having captured the schooner 'St. Andrew,' about to enter the Congo equipped for the Slave Trade.

"The 'Heron' arrived on the evening of the 17th, having captured two vessels, the 'Governor of Paris,' a barque, off Killongo, and the brigantine 'Mary Elizabeth,' off Black Point. These vessels bring information of the departure from Havana of the 'Telegraph' brig, 'Lydia Gibbs' schooner, and 'Venus' barque.

"It is reported that the 'Putnam' brig has shipped a cargo from Killoo. Nine vessels have been taken on the South Coast this year. The only shipment of slaves I have heard of, is the one I mention. The weather, during the last six or seven weeks, has been so hazy, that vessels could, for many days, be seen but a very short distance.

"In proof of the dull state of legal trade at present, I am informed that the factory of Messrs. Brookhouse and Hunt, of Salem, at Punta da Lenha, is being broken up.

* * * * *

"The 'Heron,' whose cruising-ground lies between Loango and Mayumba, after completing water at Loango, proceeded to sea on the 4th of May, continued to cruise until the 6th of June, on which date she chased a brig, but the wind falling light, and having sighted the 'Antelope,' which vessel made the signal 'short of fuel, and mail on board,' the 'Heron' gave up the chase, but dispatched the cutter, in charge of Lieutenant Collingwood, and the whaler, with Mr. Blair, mate, with five days' provisions, in chase. A breeze sprung up, and the 'Heron' lost sight of the brig and boats during the night, and did not reach Loango until the 18th, where the 'Conflict' and 'Heron's' boats were at anchor. The brig, I regret to state, was the 'Putnam,' with 600 slaves on board, shipped, it is said, at Killoo river, under the name of the 'James Buchanan.' This vessel escaped, with a full cargo, in the Bights, in September 1857:

"On the 2nd July, when off Killongo, the 'Heron' captured the slaver barque 'Governor of Paris.' She is a vessel of 267 tons burden, had no colours or papers, was to have received 800 slaves at Killongo, and was on the point of shipping. She was dispatched to St. Helena for adjudication.

"On the 6th July, the 'Heron' proceeded to join the 'Conflict' at Cabinda, and, on the 11th, captured the brigantine 'Mary Elizabeth.' She had fittings for slaves on board, a cargo of rum, and was to have received 500 slaves in the Congo. She has been dispatched to St. Helena for adjudication.

* * * * *

"On the 20th of June the 'Viper' captured the schooner 'St. Andrew.'

"The 'St. Andrew' had fittings for slaves, and her papers and colours were destroyed by the master. She had been sold at Havana, and was furnished with a sailing-letter from the United States' Consul there, directing her to proceed to Charleston to renew her papers. This system of issuing sailing-letters appears to be growing common.

"The 'St. Andrew' was sent to St. Helena for adjudication."

No. 138.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," St. Paul de Loanda, September 9, 1858.

IN my letter of the 19th July, I had the honour of reporting to their Lordships the information I had collected up to that date relative to the French emigration system.

I now beg to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the French emigrant-vessel "Stella" left the coast early in July with 800 negroes, shipped at the new depôt in Pirates' Creek, River Congo.

On the 3rd September the French emigrant barque "Sumatra" was observed shipping negroes from the barracoon at Loango, by Her Majesty's ship "Viper," and she has since sailed for her destination.

All attempts at disguising the real nature of the French emigration scheme have been lately given up. It is now a common occurrence to observe these unfortunate negroes brought in from the interior, in twos and threes, to the French factory, secured by ropes to the forked end of a wooden pole encircling their necks, their hands strongly bound, and thus dragged along by their owners, while a third negro hastens their movements by the lash.

At Loango the voluntary free emigrants are now guarded in the same manner as slaves; many of them have attempted to escape; and in order to prevent any chances of such an attempt proving successful, the French agents make it a practice to secure these unfortunate negroes to irons, in gangs of twos and threes: they may be thus observed every morning when brought down to wash in the lagoon at the foot of the barracoon.

The following extract of a letter from Lieutenant Pike, of the "Antelope," will prove to their Lordships that (at least on the coast), so far from there being an intention to give up this cruel system, there is every appearance of its being permanently established and vigorously conducted:—

"In the northern arm of Pirates' Creek, now called French Creek, Messrs. Regis intend to establish their principal dépôt for the Government emigration vessels, and branch factories are to be established at Punta da Lenha and Embomma.

"For this purpose, the necessary buildings for dwellings, powder-magazines, and stores, with masons from Goree, have been sent out in a large ship belonging to the firm, as well as 1,200 tons of cargo goods for trade.

"The site of this proposed dépôt, where at present is only a shed, is a narrow sandy point, which they call French Point. At Punta da Lenha they have a temporary establishment, purchased from Messrs. Tobin's agent, but have purchased and cleared a very large piece of ground for their new factory. At Embomma they intend (I am told) to employ a Señor Perratin, who is there building a factory, and is one of the slave-dealers at Kangi, as their agent.

"They purpose to have a large building at French Point always full of negroes, so that a vessel arriving may, without delay, at once receive her living cargo.

"The recruiting will take place up the river, and the negroes are to be brought down in the small schooners and Cabinda boats, which it is proposed to supersede by a small steamer.

"Up to the present time the French have not had here the description of goods necessary for purchasing negroes themselves, and I believe that the whole that Messrs. Regis have sent from the coast have been purchased at an average price of 38 milreis (between 5*l.* and 6*l.*) a head, from the Portuguese slave-dealers at Embomma and Punta da Lenha; being, in fact, purchased in exactly the same way as slaves are usually purchased, and the Portuguese in many cases have to stand the risk of carrying them up and down the Congo.

"Those that have been purchased have been sent to Loango, and the number up to the present time is estimated at 2,000."

No. 139.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"*Vesuvius*," Loanda, September 13, 1858.

I HAVE the honour to forward, for your information, a correspondence which has passed between Commander Thomas W. Brent, of the United States' vessel of war "*Marion*," and myself, relative to the prostitution of the American flag by vessels engaged in the Slave Trade.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 1 in No. 139.

Commodore Wise to Commander Brent, U.S.N.

Sir,

"*Vesuvius*," at the Congo, August 23, 1858.

I HAVE the honour to lay before you the last three instances that have come to my knowledge of the flagrant prostitution of the American flag, to cover slave-trading transactions.

The first is that of a brig called the "*Charlotte*," of New York. She was boarded by the "*Vesuvius*," under my command, in April last, to verify the flag. Her register proved correct in every respect. No time was lost in quitting her. Her master then stated that he had a cargo such as is employed in the purchase of slaves, and money to a large amount on board, and that the vessel belonged to G. J. de Figaniere, of New York.

The "*Charlotte*" ascended the Congo, remaining at Punta da Lenha from April to the end of July; was then sold to Messrs. Cunha Reis, of New York (the greatest slave-dealer on the coast); and, finally, in July last, shipped a cargo of 500 slaves at Praya dos Pescadores, in the neighbourhood of Moanda. This information was obtained from an eye-witness; and I am also informed that arrangements have been made that an advertisement shall appear in the New York papers, to the effect that this very vessel has landed a cargo of ground-nuts and oil at that port.

The next case is the "*Venus*," barque, of 246 tons, belonging to George Buttler, of New Orleans, and now laying at Punta da Lenha, in the Congo. I have received positive information of this vessel being a slaver. In April last she was fitting out at Havana, for the Coast, with papers that were suspected not to be genuine. On the 9th instant she was boarded off Moanda by the boats of Her Majesty's ship "*Antelope*." Her papers were voluntarily produced by the Master, and the following is an extract from the boarding officer's Report:—

"The '*Venus*' appears to have been the Mexican barque '*Anacleta*,' sold at New Orleans, to one Buttler, a native of Hamburg, but a naturalized American, and cleared by Buttler from New Orleans for Havana, after being registered there by him as the master and owner.

"At Havana she was chartered by Manuel Rues for Punta da Lenha, and, if ordered, to go to Annabon; and at the end of the charter-party is a receipt for 6,000 dollars, for the outward run.

"At Havana Buttler left the ship, and Otteson became master, but his name does not appear in the articles.

"There is a certificate of the change of masters, but not on the register; and we suspect the signature of the United States' Consul-General in that document to be forged.

"By the certificate it appears that Otteson was master on the 6th of April, but the clearance out of Havana is in the name of 'Buttler, master,' which name has been subsequently altered into 'Otteson'; and in several other places in her papers the name 'Buttler' is altered into 'Otteson.'"

Her crew consists of the person representing himself as master, a mate, three Americans, two Spaniards, and one Frenchman. Besides there are on board ten Spaniards, four in the cabin, evidently the real officers and supercargo of the ship, and six forward passengers, who, though dressed up, are, there is no doubt, the Spanish portion of the crew.

The "*Venus*," I am informed, has slave-coppers, provisions, tins and tubs for slaves, leaguers for water, and all the fittings for the Slave Trade on board.

Although, morally, there are strong grounds for believing that the register and other papers of the "*Venus*" are either forgeries, or have been obtained by fraud, yet in the absence of a legal proof of the American flag having been assumed without any right to the same, I consider it my imperative duty to denounce the vessel to you, and to offer you every assistance in my power with a view to your being enabled to capture this noted slaver, and so check an infamous, and I regret to say successful, system of conducting the Slave Trade by fraudulently assuming the flag of the United States.

The last case I have to mention is that of the "*Ellen*," of New York. She was boarded by the boats of this vessel at Loango on the 19th instant. Her register was called for to verify the flag. The fact of information having been received from a whaler that she was engaged in the Slave Trade, naturally excited suspicion that the "*Ellen*" had hoisted the American flag with documents fraudulently procured.

The register of the "*Ellen*" I believe to be a palpable forgery. There is no official stamp upon it, with the exception of a seal pasted on, instead of being embossed into the paper.

The "*Ellen's*" cargo, I am informed, consisted of provisions for slaves, water, and a slave-deck.

I am perfectly convinced that the "*Ellen*" is a slaver fraudulently sailing under American colours, yet as I am unable to produce legal proof of her register being forged, my only course is to express to you how much I shall feel pleased if you will avail yourself of the services of Her Majesty's steam-vessel "*Antelope*," or any other of Her Majesty's vessels guarding the mouth of the Congo, now placed at your disposal, in order that you may, if you deem fit, decide the question of the "*Venus*" and "*Ellen*" being entitled to fly the United States' flag, as the fact of their being slavers cannot be doubted.

You, doubtless, will agree with me that a cordial co-operation in this manner will have a most beneficial effect towards the suppression of the Slave Trade, and enable us satisfactorily to execute the duties which our respective Governments have appointed us to carry out.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 2 in No. 139.

Commander Brent, U.S.N., to Commodore Wise.

Sir, "*Marion*," Shark's Point, River Congo, September 6, 1858.

I HAVE the honour to acknowledge, through Lieutenant and Commander Pike, of Her Britannic Majesty's steam-vessel "*Antelope*," the receipt of your communication of the 23rd ultimo.

The "*Venus*," as you are aware, having left the Congo before my arrival, I notwithstanding availed myself of your obliging permission, and the cordial co-operation of Lieutenant and Commander Pike, to proceed in the "*Antelope*" to the factories in the river, for the purpose of testing the character of another vessel called the "*E. A. Chase*," which had subsequently passed up the river under American colours.

After a strict investigation, I am satisfied of the legal character of the "*E. A. Chase*."

I beg to avail myself of this occasion to thank you most respectfully and cordially for having afforded me the means of ascending the Congo in Her Britannic Majesty's steamer "*Antelope*," and I beg also that you will do me the favour to convey to Lieutenant and Commander Pike my most grateful acknowledgment of the kindness and courtesy of himself and the officers of the "*Antelope*" towards myself and the officers who accompanied me.

I have, &c.
(Signed) THOMAS W. BRENT.

Inclosure 3 in No. 139.

Commodore Wise to Commander Brent, U.S.N.

Sir,

"Vesuvius," Mouth of the Congo, September 6, 1858.

IN acknowledging the receipt of your letter of this day's date, in which you are good enough to express the satisfaction you experienced in availing yourself of the proffered services of Her Majesty's ship "Antelope" to visit American vessels at Ponta da Lenha, suspected of being engaged in the Slave Trade, I take the opportunity to acquaint you that I shall bring before the notice of my Commander-in-chief the very cordial manner in which you have assisted me in acting towards the suppression of this nefarious traffic, and at the same time beg to tender my own thanks for your valuable co-operation, and assure you it will always be my desire to render every assistance that may be required to the United States' squadron on this station.

I have conveyed to Lieutenant Pike the expressions of your goodwill towards himself and his officers.

I have, &c.

(Signed) CHAS. WISE.

No. 140.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

July 4, 1858.

AT 6 AM. of the 15th of April the "Alecto" weighed, and steamed round the end of Verga Spit up the channel towards the high land of Cape Verga, and sent a boat to a schooner at anchor, which proved to be a prize. She was of about 120 tons measurement, had neither colours nor papers, and was fully fitted for the Slave Trade. The captain and portion of the crew were stated to be on shore, arranging the purchase of a cargo of slaves. No further information could be obtained, except that one of the slave-crew was captured in the "*Eliza Jane*," and a second in the "*Restauracion*." They report twelve or sixteen vessels sailed for the coast to obtain slaves, and also four arrivals of full slavers at Cuba, including a large barque, which conveyed 800.

A portion of the crew have made three voyages lately, and have been captured each time. The captured schooner, they say, is the first vessel fitted out for the Cape Verga portion of the coast for nine years.

A Spaniard in the Rio Pongas is the person they had their letters of credit on. The money is now being forwarded in another vessel not liable to capture.

I am under the impression that the "Alecto's" prize will prove to be the Norwegian schooner "*St. Olof*," mentioned in their Lordships' despatch of the 22nd of April, the duplicate of which you will receive herewith.

With regard to the Slave Trade on the West Coast of Africa, and the progress made towards its suppression, I regret to state my belief that it is now conducted on a scale fully as formidable as it was ten years back. Upwards of thirty slavers are reported by crews of captured vessels as fitting out for the coast of Africa. Four full slavers, one a barque, with 800, have safely arrived at Cuba. The "*Merchant*" schooner, of New York, boarded by the "*Conflict*" on the 17th of December last off Corisco, has escaped from the South Coast with a full cargo.

The barracoons are full of slaves, both in the Bights and South Coast divisions, and the French naval officers are using the most strenuous exertions to procure slaves, both in the Bights and on the South Coast, where the "*Stella*" is at present.

No. 141.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

September 13, 1858.

LIEUTENANT HODGKINSON informs me that he has ascertained from the master of the English brig "*Coquette*," belonging to Messrs. Hatton and Cookson, that slaves are constantly being transported in boats from Mayumba to a factory some miles to the northward of that place. Messrs. Hatton and Cookson have a factory there. Lieutenant Hodgkinson has discovered another slave-factory at a place called Longbonda, or Longbone, in latitude 4° 19' south, longitude 11° 25' east: this place is a shipping port, the last shipment having been made in February; there are some few slaves there even at present.

With regard to the Slave Trade, and the progress made by our cruisers

towards its suppression, I regret to inform you that under the present system of conducting the Slave Trade, with apparently correct American registers, all our efforts have lately proved futile.

In a former letter I stated that, through the vigilance of our cruisers, I believed that not a single shipment had been made this year. I have since discovered that the following vessels shipped, and have sailed for Cuba, viz. :—

"*Merchant*," schooner, shipped between 500 and 600 from the neighbourhood of Mayumba, in February.

Name unknown, brig, shipped 800 slaves from Longbone, in March.

"*Telegraph*," brigantine, belonging to Drinkwater, Havana, shipped about 700 slaves to the northward of Killongo.

"*James Buchanan*," or "*Putnam*," escaped from Killoo river with 600 slaves, chased by "*Heron*," in June.

"*Charlotte*," brig, escaped from Moanda with 500 slaves, in July.

"*Trovador*," barque, said to have escaped from Killongo with 1,200 slaves, in June.

The following vessels are supposed to have shipped, or will shortly do so (no positive information as yet received), viz. :—

"*Ellen*," brigantine, of New York, capable of conveying 600 slaves.

"*Venus*," barque, intended to receive 1,000 slaves. Will ship at Killongo, if the coast is clear, either on the 12th or 22nd September. "*Viper*" is watching the locality in question.

It thus appears that about 4,400 slaves have been shipped this year; and if the "*Venus*" and "*Ellen*" escape, slaves to the number of 6,000 will have left the South Coast for Cuba.

It is needless to observe that all the foregoing slavers are American vessels, and, in the case of the "*Merchant*," "*Charlotte*," "*Venus*," and "*Ellen*," provided with apparently correct registers. How this important document is procured, I am at a loss to state. It will strike you at once, Sir, that under the present system, all our most energetic efforts to put down this nefarious Trade must prove unavailing.

The case would be different, however, if America would grant us permission to hand over to the jurisdiction of her men-of-war the slavers fallen in with by Her Majesty's cruisers prostituting the United States' colours; at the same time the Spaniards, Portuguese, and Danes, and other foreigners serving on board these slavers, should, in every instance, be dispatched to their respective countries or colonies, to be punished by the laws forbidding their subjects to engage in the Slave Trade. Let this course be followed, and none would be found so hardy as to engage in slave-trading expeditions, where the most condign punishment would await them in the event of capture.

If this system were adopted, legal commerce from north to south would increase tenfold, and, eventually, supersede the Slave Trade; for they cannot both flourish together. In the North Coast and Bights lawful pursuits are rapidly taking the place of the Slave Trade, but on the South Coast a contrary result is experienced. The authorized slave-trading of the French Government, joined to the successful operations of trans-Atlantic slave-dealers, have seriously injured, and, if permitted much longer to exist, will entirely destroy all legal commerce. This is a sad result for many reasons, especially as the country possesses in itself a remunerative substitute for slave-trading; I allude principally to its cotton, which grows wild over the country, and in sufficient quantities to supply the world. The cultivation of this article would eventually prove more remunerative to the Native Chiefs than slave-trading has ever been. The question may, perhaps, arise, how are American slavers to be distinguished from legal traders? But that is a point upon which there has ever been but little doubt. A slaver is always known either by previous information, irregularities in her papers, her general appearance, or her manœuvres. I do not think that the Slave Trade will ever again exist north of the line with any degree of vigour, but that its operations will principally be confined to the South Coast. In that division there are a certain number of well-known legal traders, consisting of seven American vessels; all others met with, excepting whalers, have invariably proved to be engaged in the Slave Trade. These circumstances will, I trust, prove to you how little probability there will be of Her Majesty's officers falling into error, if permission is granted to them to hand over American slavers to United States' men-of-war.

With regard to the American cruisers on this station, you, of course, Sir, are
CLASS A.

aware that their proceedings can scarcely be designated cruising, when the greater portion of their time is necessarily spent at Madeira, Porto Praya, and St. Paul's de Loanda. The American man-of-war attached to the South Coast has just time to proceed from Porto Praya to Loanda when her provisions are expended, and she is obliged to return to the former port, as the American Government have no depôt for provisions on the Coast of Africa.

The "Marion" arrived at Loanda about the 11th of August, and at the expiration of fourteen days sailed for the Congo, *en route* for Porto Praya, being short of provisions.

If an arrangement could be made for the American cruisers being supplied from the same sources as our own, they would be enabled to constantly remain and cruize in each division; and I have no hesitation in saying that the constant presence of six small United States' men-of-war on the station, would act more forcibly towards the suppression of the Slave Trade under the American flag, than any effort that can possibly be made by Her Majesty's squadron, even if doubled in strength.

I have always found American officers willing and ready to co-operate with Her Majesty's cruisers, and they always evince a desire to suppress the Slave Trade, and put a stop to the prostitution of their flag.

Inclosure in No. 141.

Lieutenant Pike to Commodore Wise.

(Extract.)

"Antelope," off River Congo, August 16, 1858.

ON the 3rd I proceeded up the River Congo, and anchored off Punta Lenha the same evening, where also was the Portuguese schooner of war "Cabo Verde," sent there to warn Portuguese traders against participating directly or indirectly in the Slave Trade, which seems to be at present very briskly, and by all accounts very successfully, carried on.

It is beyond doubt that the brig "Charlotte" has gone away with 500 slaves, shipped between the 20th and 30th July. She was bought by Messrs. Cunha Reis and Co., and shipped her cargo at the Praya dos Pescadores, the sandy beach between Moanda and Pirate's Creek; the shipment took place at night, and the vessel started with a strong land breeze. I am also informed that arrangements have been made that an advertisement shall appear in the New York papers to the effect that this very vessel has landed a cargo of ground nuts, oil, &c., at that port. I hear also that the same firm have lately been successful in shipping a cargo of 1,200 slaves at Killongo in a large ship, the "Trovador." Messrs. Cunha Reis and Co., of New York, are decidedly the greatest slave-dealers on the Coast; they have factories at Punta Lenha, Embomma, Londono, Snake's Head, Moanda, Killongo, and Black Point; and their great wealth and influence in the United States renders it easy for them to provide their vessels with correct papers, particularly as it seems possible, in some cases, to purchase the signatures.

Embomma is on the north bank, about thirty or thirty-five miles above Punta Lenha, and contains six slave factories, the chief trader being a Senhor Barras, formerly a serjeant in the Portuguese army. The banks of the river are studded with small villages, the natives of which appear a harmless race, though it is reported that launches have frequently been fired upon in passing to and from Embomma. The Chiefs of Embomma have issued an edict forbidding their people, upon pain of death, to trade anywhere else but there; consequently comparatively few slaves are now taken to Punta Lenha for sale: from twenty to fifty a-day are usually brought to Senhor Barras' yard (he being the chief agent for supplying the French); the average price at present is 21 dollars a-head, besides which the cost of feeding is estimated at 1s. a-head per day, and the agents receive 1 dollar commission upon every slave they purchase. The Embomma country is very productive; wild cotton is abundant, and there is no doubt that cotton could be cultivated there with very great success: it produces corn, farinha, and beans, in great quantity, which are daily brought to the factories for sale, and thence sent by launches to Moanda and Cabenda, and to all parts of the coast where slave establishments exist. The activity of the Slave Trade has seriously injured legal commerce in the Congo; and Messrs. Brookhouse, of Boston, have been compelled, by the scarcity of produce, to send orders to break up their factory.

On the 10th a small French steamer of war entered Pirate's Creek from the northward; and there is a large ship off the river, with masons and materials on board for building a new factory at Punta Lenha.

No. 142.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.)

"Boscawen," Sierra Leone, February 11, 1858.

I HAVE the honour to lay before the Lords Commissioners of the Admiralty my report on the state of the Slave Trade, from the time that I assumed the command of the station to the close of the year 1857.

Northern Division.

No captures have been made in this division.

Several suspicious vessels have been boarded, but have in all cases been found to possess papers apparently regular.

As some of these were afterwards captured in the Bights, or Southern Division, there is little doubt that the American flag, under which they came to the coast, was fraudulently assumed; and as no American cruiser has until lately been here, they were able to do so with impunity.

The extension of the Colony of Liberia, and the increasing demand for the produce of the country, has much reduced the chances of obtaining a supply of slaves, while the close watch kept by our cruisers on the most suspected places, such as the Rivers Pongas and Nunez, has increased the risk, and the consequence, I believe, has been that few or no slaves have been embarked.

There appears, however, to have been an impression in some quarters that slaves had been shipped from some of the rivers between Sierra Leone and the Gambia; and Mr. Campbell, Her Majesty's Consul at Lagos, in particular, reported that two cargoes had been shipped from the Nunez and Pongas.

In consequence of these reports their Lordships directed that the Chiefs of the Pongas and Nunez should be reminded of their Treaty engagements, and warned of the consequences of any failure on their part to adhere to them.

Commander Hickley, in compliance with these orders, proceeded in November last up these rivers in the "Merlin," Commander Buckley.

The information obtained by those officers does not confirm the report; no appearances were found to indicate any exportation of slaves.

Should an attempt be made it would be by the Mulatto settlers; and Commander Hickley is of opinion that the so-called Kings of the Pongas would be powerless to prevent it. In the Nunez, the Chiefs have more to lose, and are too well aware of the danger, and of the advantage they derive from the legal trade, to embark in exporting slaves.

If slaves have been exported, it has probably been from the Rivers Cachea and Jeba, the latter particularly, as, from the numerous channels communicating with it from the Bijonga Islands, great facilities for escaping our cruisers are afforded.

I regret to add that the consequence of the ascent of the Pongas and Nunez at a period so early after the cessation of the rains, has been, in spite of all precautions, and though it only occupied eight days, a serious fever which attacked Commander Hickley, Commander Buckley, and a large proportion of the officers and men of the "Merlin," proving fatal in four cases.

It seems most desirable that, except under the most urgent circumstances, the operations of the squadron should be confined to the mouths of the rivers, and that if it is necessary to act, the months of January and February should be selected for the purpose.

The territory of Monrovia now extends from the River Pedro to the Shebar, thus connecting itself with the British territory of Sierra Leone.

The annexed extract from a report from Commodore Wise will show the increasing prosperity of the colony, and the just grounds afforded for hoping that it may become a valuable auxiliary to Sierra Leone in the civilization of the African races.

The Republic of Liberia, however, has not escaped the evils which the French attempt to procure emigrants has occasioned in other places, and the President has thought it necessary to issue a proclamation on the subject.

I understand that, notwithstanding this proclamation, the French emigrant ships have not scrupled to take on board slaves at Cape Mount and in the Gallinas.

A M. Chevalier, Commodore Wise states, has been employed for some time back on the duty of procuring emigrants, and wars have thus been fomented amongst the native tribes within the Republic, to make prisoners, with which to supply the emigrant ships.

Bights Division.

At the commencement of the year the Slave Trade in the Bights was supposed to be nearly extinct; but in the spring, from information obtained from Mr. Crawford, Her Majesty's Judge in the Mixed Commission Court at the Havana, and from other sources, it became known that renewed attempts to ship slaves on an extended scale were about to be made.

In an able report (forwarded to the Admiralty last year), Commander Burgess, then senior officer of the Division, states that soon after taking charge of the Division in April, he received information of the formation of a Company in the Havana,

called the "Expedicion por Africa," with shares of 1,000 dollars each, which were quoted openly on the Exchange.

At the same time the "*Adams Gray*," apparently one of the first vessels sent out by this Company, arrived off Whydah, but the agents there not being then prepared, she left the Bights, and was captured by the "*Prometheus*," as she was proceeding to the South Coast.

The effects of the measures adopted by the Company soon became more apparent from the increased number of vessels arriving on the coast under the American flag, and from the collection of slaves at the depôts in the neighbourhood of Whydah, Little Popoe, Aghwey, and the adjacent villages.

The King of Dahomey, in direct violation of the Treaty into which he had entered with us, gave every encouragement to the slave-dealers, and, enraged at the losses sustained through the English, expressed the greatest hostility to them, and, to indemnify himself, raised the price of palm oil; thus directly interfering with the legitimate traffic.

Between June and September four vessels, originally under American, and one barque under Spanish, colours, were captured in the Bights, three of them having shipped slaves at Whydah, Little Popoe, and Praya Novo.

There is reason to believe that one or two vessels succeeded in getting off with cargoes.

Several vessels under the American flag were boarded by our cruisers, and finding, probably, that the comparatively small extent of coast in the Bights from whence slaves could be obtained, was better guarded than the South Coast could be by the limited force stationed there, proceeded to the latter part of the station, and were eventually captured by our vessels.

During this state of things on the coast, no United States' cruiser was ever seen in the Bights—a whole year having certainly passed since one had been there, and Commander Burgess expresses his belief that no cruiser had been there for three years, although there is an extensive and valuable American trade.

The Convention with France having also expired in March 1856, no efforts have been made by the Government of that country to prevent the revival of the Slave Trade, the force employed by them on the station having been much reduced, and solely employed in the protection of their commerce and establishments on the coast.

There is no reason to believe that, up to the present time, the French flag has been fraudulently assumed by slavers, but it is much to be apprehended that the measures now sanctioned by that Government for obtaining emigrants, combined with the withdrawal of their squadron, will have the effect of inducing a belief that they are indifferent on the subject, and that slavers, finding that they have not been protected to the extent they anticipated, by the American flag, and fearful of the increased risk of assuming it while American cruisers are on the coast, will now, on meeting with our cruisers, attempt to evade a visit by hoisting French colours.

I have no information to show that any attempt has been made to ship slaves from the Benin or other mouths of the Niger.

Indeed, with the number of vessels employed in the legitimate trade, there is little reason to believe that any such attempt would long remain unknown.

South Division.

At the same time that the revival of the Slave Trade in the Bights Division was reported by Commander Burgess, vessels under the American flag began to make their appearance off the South Coast, chiefly in the neighbourhood of the Congo; and on the 24th of August the first vessel, the "*Eliza Jane*," a brigantine under American colours was taken by the "*Alecto*" off Malemba.

Between that time and the 4th of November, eight other vessels, which had all been previously boarded under the American flag, a Spanish barque, and a small schooner, were captured.

The eight American vessels were probably intended to carry near 5,000 slaves; nine others have been boarded between August and the end of the year, of which several are known to have succeeded in escaping with full cargoes of slaves, and probably the whole have done so.

While these proceedings were going on, no United States' ship-of-war was on the South Coast till September, when the "*Dale*," corvette, arrived, and not long afterwards the "*Cumberland*," with the flag of Flag Officer Conover.

Commander McBlair, in the "Dale," appears to have shown a commendable desire to prevent the abuse of the American flag, and to have co-operated zealously with our cruisers off the Congo, and he has sent one vessel, the "*W. G. Lewis*," to Norfolk, United States, for trial.

Flag Officer Conover, having probably received erroneous impressions from the American residents at Loanda, complained that the British cruisers had adopted improper means of intimidation towards vessels sailing under the American flag. This I showed him to be not borne out by facts.

In the Portuguese territory, there is every reason to believe that the Governor-General of Angola is sincere in his desire to prevent the exportation of slaves, and the Portuguese corvette "*Goa*" captured in the autumn a barque called the "*Splendid*," of Boston, endeavouring to ship slaves at Benguela Velha.

As our cruisers have been little to the southward of St. Paul de Loanda, it is impossible to say whether any slaves have been taken from that coast.

In September 1857, a new feature was introduced into the Traffic on the South Coast, by the arrival in the Congo of the French barque "*Clara*," and steamer "*Stella*," for the purpose of shipping emigrants.

Having failed to obtain voluntary emigrants, the contractor, at the time of my visit, was endeavouring to purchase slaves, who were to be liberated and shipped as emigrants; 1,020 have been thus sent off in the two vessels named, of whom 600 were put on board the "*Stella*," in one day, from Cabenda.

There can be no doubt that the effect of this traffic will, as far as Africa is concerned, be precisely the same as that of the Slave Trade, and though the Government agents may use all the precautions in their power to prevent any man being shipped against his inclination, it is scarcely possible that those precautions can be effectual.

The natural consequence is, that the natives believe that France encourages the Slave Trade, and that England thus stands alone in her desire to put it down.

It also operates in favour of the slave-dealer in another way. As long as he had no outlet for his slaves but in vessels exposed to the risk of capture, he was liable to a heavy loss if, by a strict blockade, or the capture of the vessel expected, he had to keep the slaves in barracoons for a prolonged period, and this, too, at a time when the want of rain had enhanced the price of provisions; such a risk would naturally check the flow of slaves to the coast from the interior, but when the slave-dealer found that if, by any circumstance, he was prevented from embarking his slaves, he had still a market open to him in the French vessels seeking emigrants, his risk was much diminished.

It can, therefore, scarcely be doubted that the effect of the French emigration scheme must be both to increase the demand for slaves, and to diminish the risk of the slave-dealer.

East Coast.

The materials for a report on the present state of the Slave Trade on this coast are so scanty, that I can scarcely venture to make one.

That slaves have been exported there is no doubt, as we have positive information of one vessel, the "*Minnetonka*," having taken on board a cargo of 1,200, and landed them in Cuba; and a second was chased by the "*Geyser*," and afterwards shipped slaves.

The state of affairs in India and at the Cape, prevented any adequate force being sent to the Mozambique, and it has been, with slight exceptions, entirely unwatched. The increase of small vessels to the squadron under my command will, I trust, enable me to adopt some measures (though probably far short of what is necessary) to check the revival of the trade.

In conclusion, I have only to remark, that for many years back the prospect of putting down the Slave Trade has seldom been less encouraging. The Convention with France has expired; the United States continue to evade—to say the least of it—their Treaty engagements; while both France and the United States show an increased jealousy of our cruisers, and the flag of the latter has given impunity to a large number of vessels fitted out expressly for the Slave Trade.

At the same time the slave-dealers are stimulated by the high price of slaves in Cuba, and their operations are facilitated by the license given by the French Government to the purchase of slaves.

To this dark side of the picture the conduct of Portugal and Brazil offers a cheering contrast, and there is every reason to believe that those Powers are sincerely desirous of preventing this inhuman Traffic, although the Portuguese Government may not be seconded to the extent we could wish by all its subordinates.

It will follow, from what I have stated above, that the chief efforts of Her Majesty's Government should be directed—

1st. To obtain from France a revocation of the license given to M. Régis to purchase slaves for emancipation.

2ndly. To obtain from the United States the fulfilment of her treaty engagements which bind her to maintain in service on the coast of Africa a sufficient and adequate squadron or naval force of vessels, of suitable numbers and descriptions, to carry, in all, not less than eighty guns, to enforce, separately and respectively, the laws, rights, and obligations of each of the two countries for the suppression of the Slave Trade.

Inclosure in No. 142.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

January 18, 1858.

THE population in the immediate neighbourhood of the town of Monrovia amounts to 2,700 emigrants, and of the counties adjacent 8,000; this is as it appeared by a census taken in September 1856.

Mr. Newnham states that on an average three or four vessels arrive annually from the United States with fresh settlers; the number thus imported would probably amount to 1,200 individuals, but through the unhealthiness of the climate about one-fourth fall victims to the process of acclimatizing.

Commerce is in a flourishing condition, as will strike you from the fact of the imports amounting in 1857 to 33,160*l.* 4*s.* 2*d.*, while goods were exported to the value of 41,653*l.*: a still greater increase is anticipated in the present year, as the exports, it is believed, will be one-fourth more than in 1857.

With regard to the town of Monrovia, I was agreeably surprised with the civilized appearance of the place. The greater portion of the houses are built of brick, made up the River St. Paul's; they are tastefully constructed, and would be respectable residences even in England: in this respect Liberia is infinitely before our colony of Sierra Leone.

On the whole, I believe that all the colony requires for its advancement is capital, and agents from British houses to enter energetically into the schemes for obtaining cotton, coffee, and palm-oil, or any other article indigenous to a tropical climate.

The people are steady, religious, well-educated, and rather poor; like all coloured people, they are rather deficient in energy when left to themselves.

No. 143.

Commander Bowden to the Secretary to the Admiralty.

Sir,

"Medusa," Rio Congo, September 15, 1858.

IN compliance with Section 6 of the Slave Instructions, I have the honour to report that, on the afternoon of this day, while at anchor off Medora Creek, in the River Congo, I saw a very taut fore-and-aft schooner coming up the river under American colours, and thinking her suspicious I caused her to be boarded by Lieutenant Nott; she proved to be the "*Wanderer*," yacht, and as her papers were reported to be correct, I did not interfere with her voyage up the river. Her papers were freely shown, and there was no complaint made on account of the visit.

I have, &c.

(Signed) W. BOWDEN.

No. 144.

Commander Bowden to the Secretary to the Admiralty.

Sir,

"Medusa," Rio Congo, September 16, 1858.

IN compliance with Section 6 of the Slave Instructions, I have the honour to report that, on the afternoon of the 14th September, whilst at anchor off Medora Creek, in the River Congo, I saw a very rakish-looking brigantine, under American colours, coming up the river, and as I considered she was likely to be a slaver, I caused her to be boarded by Lieutenant Nott, who reported to me on his return that she was called the "*Ellen*," and that her papers were quite correct. I did not delay her in any way in her voyage up the river, there was not any complaint

made, and the circumstance of the visit was entered in her log at her captain's request.

I have, &c.
(Signed) W. BOWDEN.

No. 145.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"*Vesuvius*," off Lagos, October 28, 1858.

IN my letter of the 26th August last I had the honour of bringing before their Lordships' notice two most glaring instances of the prostitution of the American flag, particularly in the case of the "*Ellen*," of New York, boarded and searched by Commander Truscott, of the "*Heron*," when a slave-deck and other fittings for the Slave Trade were found on board, and released, as her papers clearly showed her right to the flag of the United States.

It is now my duty to report that the "*Ellen*," a few days later, ascended the Congo, and was boarded by Commander Bowden, of the "*Medusa*," who pronounced her papers correct. She subsequently descended the river, and, with her cargo of slaves on board, cooped up and dying under close-locked hatches, the "*Ellen*" of New York, under the American flag, boldly passed Her Majesty's ship "*Medusa*."

When the "*Ellen*" was boarded, on passing, the stench sufficiently indicated that numerous human wretches were stowed below, and the reports from Punta da Lenha confirmed the opinion, but further examination was strictly forbidden; and, as the right of the "*Ellen*" to the flag of America had been proved on two occasions, she was permitted to sail, without molestation, with her rich cargo of death, disease, and misery.

Nor is the "*Ellen*" a solitary instance: a few days previously, the American yacht "*Wanderer*" ascended the river, laid her slave-deck, and proceeded to cruise in the offing till her slaves were collected, and is by this, probably, half-way to Cuba.

The case of the "*Venus*" has been reported. Similar cases are frequently occurring.

On the South Coast slaves are procurable in thousands; the natives are selling their own children, and the Traffic in Slaves is rapidly destroying legal trade.

These ill effects are produced by the shameful prostitution of the American flag, for under that ensign alone is the Slave Trade now conducted.

From the master of the "*Rufus Soulé*," captured by Her Majesty's ship "*Viper*," on the 11th October, when about to ship at Banda Point, some interesting information was obtained, the chief of which was, that the "*Rufus Soulé*" was, to all intents and purposes, a Spanish ship, her real captain and crew were Spanish, the nominal captain was an American, as was also another man, who died from the ill-treatment he received from the Spanish crew.

The American captain, by his own confession, was merely a tool in the hands of the Spaniards to carry out the farce of her being a legal American trader. That her registry was correct was proved on two occasions when boarded by the "*Viper*."

The master of the "*Rufus Soulé*" repeatedly stated that her registry was correct, but voluntarily destroyed the ship's papers, and surrendered the vessel as without nationality, to escape assassination by the Spaniards; for, to use his own words, "from the time he was out of Matanzas, in Cuba, his life was not worth 50 cents."

I avail myself of this opportunity to furnish you with a list, for their Lordships' information, of slavers which are said to have sailed from the coast during the year 1857, and to the latest dates; my informants are tolerably trustworthy. The correctness of the list can only be assured by comparing it with the account of Her Majesty's Consul-General at the Havana.

Their Lordships will observe that out of the twenty-three vessels said to have escaped, eleven were repeatedly visited by Her Majesty's cruisers, but though known to be slavers they were necessarily left unmolested, through their being *bonâ fide* American vessels. Had we a Treaty with the United States every one of these vessels would have been captured, and if the right of detaining American

slavers to hand them over to their own cruizers was acknowledged; I have no hesitation in saying that the Slave Trade would be entirely suppressed in three years. On the other hand, if the present system is permitted much longer, I feel convinced that every pirate in the universe possessing the requisite means, will, under the protection of the American flag, openly ship their slaves in sight of a British cruizer, knowing that we have no legal right to molest them in any way.

In the coming year I feel convinced that the most vigorous efforts will be made by the trans-Atlantic slave-dealers, and if they extend their enterprise to the Bights of Benin and Biafra, farewell to the remunerative and rapidly increasing trade which is now carried on on that coast. The above are painful truths, but must necessarily be disclosed.

Inclosure in No. 145.

INFORMATION of Full Slavers escaped in 1857, and to September 1858.

1857.

Place where shipped.	Name of Slaver.	No. of Slaves.	Remarks.
South Coast. . .	Brigantine, "W. D. Adams" . .	600	Repeatedly visited by Her Majesty's cruizers.
Ditto . . .	Brig, "B. B. Lawton" . .	600	
Ditto . . .	Brig, "Nancy" . . .	600	Ditto.
Snake's Head . .	Brig "Putnam" . . .	600	
Ditto . . .	Barque, "Pays" . . .	700	Taken in Cuba.
Praya dos Pescadores . .	Brigantine, "Crimea" . .	700	Repeatedly visited by Her Majesty's cruizers.
Ditto . . .	Brig, "Telegraph" . . .	600	Ditto.
Londono . . .	Barque, "Petrel" . . .	650	Taken in Cuba.
Killoo . . .	Barque, "Spirit of '76" . .	700	Ditto.
Loango . . .	A Spanish brig, qy. the "Frank"	550	
Aghwey . . .	Barque, "Vesta" . . .	450	Repeatedly visited by Her Majesty's cruizers.
Whydah . . .	Schooner, "Jas. Buchanan" . .	300	Ditto.

1858.

Northward of Mayumba	Schooner, "Merchant" . .	600	In January visited by Her Majesty's ship "Conflict."
Longabonda. . .	Brig (Spanish) name unknown, Señor Musquito, master	800	Escaped in March.
Banda Point . .	Brig, "Telegraph" . . .	700	Escaped in June.
Killongo . . .	Brigantine, "Wm. Montague" .	500	In June two vessels shipped the number stated, supposed to be the vessels named.
Ditto . . .	Schooner, "Blooming Youth" . .	400	
Ditto . . .	Ship, "Trovador" . . .	1,160	Escaped in July.
Ditto . . .	Brig, "Putnam" . . .	700	Captured by United States' vessel of war "Dolphin," off Cuba.
Praya dos Pescadores . .	Brig, "Charlotte" . . .	550	Repeatedly visited by Her Majesty's cruizers. Escaped in July.
Not known, said to be north of the Congo	Barque, "Venus" . . .	800	Repeatedly visited by Her Majesty's cruizers. Escaped in September.
South Coast. . .	Brigantine, "Ellen" . . .	350	Boarded repeatedly, and by Her Majesty's ship "Medusa," with slaves on board, in September.
In the Congo, cruising in the offing	Yacht, "Wanderer" . . .	Deck laid for 600	Repeatedly visited by Her Majesty's cruizers.

ABSTRACT.

	Slavers.	Slaves.
Captured in the year 1857, and to the latest dates, by Her Majesty's cruizers and Portuguese cruizers, on West Coast of Africa	33	1,501
Escaped in 1857, and to the latest dates	23	14,210
Deduct, captured off Cuba, ...	4	2,750
Total escaped, and cargoes landed in Cuba, in 1857, and to September 1858	19	11,460*

* Loss on middle passage to be deducted.

(Signed) CHAS. WISE,
Commodore and Senior Officer, West Coast of Africa.

No. 146.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

November 3, 1858.

I HAVE ordered Commander Hunt of "Alecto" to hold a palaver with the Kings and Chiefs of Gallinas, and warn them of the punishment they will receive if they continue to engage in the Slave Trade contrary to their Treaty engagements with England.

The "Spitfire" has been employed cruising between latitude 6° and 7° north, longitude 10° 13' west, off the Gallinas, and from Cape Mesurado to Manna Point of Sherbro River, between the 15th July and 16th August.

Lieutenant Chapman has been informed that at the time he was cruising, slavers never visited the Gallinas coast, but the slaves are taken inland at the back of Sierra Leone for shipment from the River Pongas.

The "Viper" having left her boats cruising off Banda Point, on receiving her orders for Loanda, returned to pick them up. Shortly after my arrival, she joined company, and I received from Lieutenant Hodgkinson intelligence that he had captured and destroyed the slaver "*Rufus Soulé*," without papers or colours.

This vessel had been boarded by the "Viper" on the 19th September, as specially reported. Lieutenant Hodgkinson then knew her to be a slaver, but was unable to capture her through her papers being genuine American. Their Lordships' letter of the 16th August inclosed a description of the "*Rufus Soulé*," and stated that she had sailed from Matanzas for the Coast of Africa for a cargo of slaves.

Lieutenant Hodgkinson received information from Killongo, that a shipment was about to be made at Banda Point, and that large bodies of slaves had been marched to that neighbourhood. The "Viper" proceeded there without delay, and dropped her boat to cruise off the barracoons, returning to Killongo, where she received orders from the "Hecla" to proceed to Loanda, complete coal, and take up a station between Ambriz and Port Padrone; "Viper," on approaching Banda Point to pick up her boats, observed the brigantine "*Rufus Soulé*," which had gone about and stood to seaward on observing the boats, and was then in the act of again tacking in shore. Mr. Hodgkinson boarded, and told the master that he had received intelligence of his being about to ship; he then returned to his ship, and observing the flag and papers go overboard, took possession of the "*Rufus Soulé*" as a slaver without nationality. She had every fitting for the Slave Trade: deck laid, slaves purchased, and ready for shipping, and had been cruising since boarded by the "Viper," 300 miles off the land, returning on the twenty-first day to ship.]

The vessel being old and unseaworthy, Lieutenant Hodgkinson having first ascertained her measurement, anchored her as a target, and sunk her in a few minutes.

The crew, who were received on board the "Viper," were all supposed to be Spaniards, with the exception of the master and another man, who were Americans. Three undoubted Spaniards, provided with official passports, I conveyed in the "Vesuvius" to Fernando Po, and handed them over to the Spanish Government, who caused them to be received as prisoners on board a transport at anchor, to wait passage to the Grand Canary, there to be punished as subjects of Spain engaged in the Slave Trade.

CLASS A.

The "Hydra" sailed from Spithead for this station on the 25th of August, touched at Teneriffe, where a fine American barque called the "Nancy," of New York, was at anchor. She was discharging part of her cargo of rum, tobacco, and plank, and with the remainder was about to sail to the South Coast for slaves.

In order to show how vigorously the Slave Trade is conducted, it will be only necessary to bring before your notice the undermentioned list of slavers supposed to be on the station at the present date, viz.: brig "Juliet;" barque "General Green;" schooner "Austin;" brig "Brothers;" schooner "Famine;" schooner "Zephyr;" schooner "Castor;" barque "J. W. Reid."

At anchor by last account at Vera Cruz, Teneriffe, and about to sail for the South Coast: barque "Nancy," 400 tons.

At Sierra Leone and on North Coast: brigantine "Paulina;" topsail-schooner "Robert Wing."

The eleven above-mentioned vessels are all Americans, and consequently will in most instances escape.

No. 147.

Commander Hunt to Commodore Wise.

Sir,

"Alecto," Mesurado Roads, November 14, 1858.

INCLOSED is a correspondence with the Monrovia Government relative to the flagrant violations of their territory by a French vessel, which speaks for itself.

Inclosed also are the proceedings in the neighbourhood of the Gallinas, as ordered in your letter of the 26th August, which were closed before this occurred.

You will perceive by them that Thomas Cole, King of Manna Rock, and Sandfish, King of Sugury, have lost no time since my visit in breaking all Treaties, and treating with contempt any threat of punishment; the Government here being in possession of plenty of documentary evidence to prove the theft, confinement, and sale of slaves by these parties.

The captain of the French vessel acknowledged to the Attorney-General in presence of Lieutenant W. J. Walker, that he bought all the slaves he had on board, and gave up one boy to him on repayment of his price, 6*l.*, and was imprudent enough to give a bill and receipt for the boy; thus proving that, besides violating the territory, he had exceeded his own Government authority.

I will with this inclosure forward any further particulars I obtain before I catch the mail. I shall take no further steps in these matters until I receive orders from the senior officer or yourself, except preventing the natives leaving the beach about the Manna and Sugury, and adjacent places, as requested,

I trust you will consider this correspondence of sufficient importance to warrant my writing you direct, and also (as ordered by my instructions) supplying the Secretary of the Admiralty with copies, as I felt these responsibilities would require the presence of some officer of higher rank and experience than myself.

I have, &c.

(Signed) JAMES HUNT.

Inclosure 1 in No. 147.

The Secretary of State, Monrovia, to Commander Hunt.

Sir,

Department of State, Monrovia, November 12, 1858.

INTELLIGENCE has just reached us of the arrival in the neighbourhood of Cape Mount of a French vessel for the ostensible purpose of procuring free labourers, and it is reported that she is thus operating in violation of the Law of Liberia regulating navigation, commerce, and revenue.

The Government of Liberia is without an armed vessel, the "Lark" having been sent to England for repairs; therefore the President of Liberia directs me to communicate with you, and to request that you will, if you can possibly, make it convenient to go up and ascertain if a French vessel is thus operating on the Liberian coast contrary to the laws of Liberia, and, if so, that you will seize her and bring her into this port.

The President proposes to send up with you the Attorney-General of Liberia, or some one else conversant with our laws, who will ascertain from information he may obtain at Cape Mount, if our laws have been contravened by the said French vessel.

I have, &c.

(Signed) J. N. LEWIS.

Inclosure 2 in No. 147.

Commander Hunt to the Secretary of State, Monrovia.

Sir, "Alecto," *Mesurado Roads, November 12, 1858.*
 IN reply to your letter dated 12th November, on the part of the Government of Liberia, requesting me to prevent the laws of that Republic being violated by some vessel that is reported to be receiving slaves at Sugury, which you also informed me is your lawful territory and duly recognized as such, I have to inform you I will comply with that request, and am ready to receive your Attorney-General and proceed to sea this evening at 9 P.M.

I have, &c.
 (Signed) JAMES HUNT

Inclosure 3 in No. 147.

Commander Hunt to the President of Liberia.

Sir, "Alecto," *Mesurado Roads, November 14, 1858.*
 I HAVE the honour to inform you that, in compliance with your request, I have proceeded with Colonel Payne, your Attorney-General, to the neighbourhood of Cape Mount; and off Manna Rock, two miles or less from the shore, I found the French ship "Phoenix," of Nantes, which had then already received a number of slaves (by the captain's own confession) from Thomas Cole, Chief of Manna Rock. On examining his papers to ascertain his nationality I found he was duly authorized by the French Government, and that he pleaded ignorance of your territory, and promised to abstain from further proceedings until his Commodore and two other vessels arrived; under these circumstances my instructions prevented me interfering with her, "even with slaves on board." You will obtain quite sufficient written evidence from Colonel Payne to prove he has violated his own Government instructions.

I have, &c.
 (Signed) JAMES HUNT.

Inclosure 4 in No. 147.

The President of Liberia to Commander Hunt.

Sir, *Government House, Monrovia, November 15, 1858.*
 I HAVE the honour to acknowledge the receipt of your communication of the 14th instant, in which you afford me information of the result of your late cruise from this port to Manna Rock, in compliance with the request I made to you on the 12th instant. And I cordially embrace the present opportunity of expressing to you, in behalf of the Government and people of Liberia, the assurance of their gratitude to Her Majesty's Government, and to yourself particularly, for the prompt and judicious manner in which you have executed my request.

I would feel much obliged if, in your despatches to your senior officer, you would give the information of the expected arrival of the French Commodore at this place for adjustment of affairs connected with the "Regina Coeli."

As it is an important matter, involving principles as sacred as life, perhaps he would, and the Government of Liberia would feel happy if he could, make it convenient to be at or in the vicinity of Monrovia when the Commodore arrives.

I have, &c.
 (Signed) STEPHEN A. BENSON.

Inclosure 5 in No. 147.

Commander Hunt to the President of Liberia.

Sir, "Alecto," *Mesurado Roads, November 15, 1858.*
 I HAVE the honour to inform you that Her Majesty's steam-sloop under my command is ordered to England, her period of service having expired, and I shall proceed to join my senior officer at Sierra Leone on Tuesday.

I have also to inform you that I am in communication with the Captain of the United States' frigate "Niagara," relative to all that has occurred relating to the French ship "Phoenix," of Nantes, and that, as he is very far my superior in position, rank, and experience in the service that is now so actively co-operating with us, I have felt it my duty to consult him, and, at his request, shall furnish him with copies of the correspondence, and trust you will do the same, that he may be enabled to lay them before his Government and solicit its good offices in your support.

As I have requested the mail to remain till noon of this day for the convenience of all parties you will see the necessity of despatch.

I have, &c.
 (Signed) JAMES HUNT.

Inclosure 6 in No. 147.

Commander Hunt to Commodore Wise.

(Extract.) "Alecto," *off Solymán River, November 6, 1858.*
 IN compliance with your orders, received through Commander F. A. Close, I proceeded from Sierra Leone on the 15th October, and arrived off Gallinas on the 17th, and observed the "Spitfire" anchored off Manna

river, 10½ miles to the southward of Gallinas. I proceeded towards her and communicated, and was informed that most of the Chiefs connected with the neighbourhood of the Gallinas on the south side, were to be seen and communicated easily with in that river; and as the bar of the Manna river had been made tolerably safe for boats by a Mr. Kent, a coloured American, a resident on an island inside the bar about a mile, he having widened and deepened the channel by a cutting, I anchored and dispatched a canoe to examine the bar, and likewise inform the Chiefs that I wished to communicate with them.

The canoe returned the next morning, and informed me that the bar was safe for boats, and that a Chief named Thomas Cole, King of Manna Rock (vide page 981, vol. viii of "Hertslet's Treaties"), would come off to the ship to hold palaver, if a boat was sent for him in the morning.

A boat was sent at the appointed time, and Thomas Cole and an interpreter came on board at 10 A.M. of the 19th instant. In the interview with this Chief no mention at first was made relative to the Slave Trade; but he was told that you wished to know what was the cause of the present disturbed state of the country, and why the poorer class of natives were driven from their homes on the coast into the interior.

In reply, he stated that Prince Mannah's people of Gallinas had rebelled against him and plundered his town, and Prince Mannah had accused Thomas Cole's people of doing it, and Shanisee (son and successor of the Shanisee mentioned in vol. viii, page 981, of "Hertslet's Treaties") of being an instigator of this rebellion. He, Thomas Cole, accuses Shanisee also of urging Prince Mannah to make war on him.

I then cautiously informed him that it was reported they had lately been breaking the Treaty by collecting and selling slaves: he then confessed he had been selling emigrants to the French, with other Chiefs; but he denies selling slaves, or having any in his possession. He also confessed that a Traffic in Slaves did go on sometimes, between the Soosoos and natives about Sierra Leone and the Pongas, by land and by canoes, with this neighbourhood; he stated that, as they had not been told by the British Government, and as no man-of-war had interfered, he did not know it was wrong supplying the French with emigrants; and he also acknowledged that the mode of capture and delivery of the emigrants was exactly the same as the slaves; and on still closer questioning him, he was not quite positive that they were all French ships with Government authority that received them.

On the morning of the 20th, by agreement, I visited the Chief Thomas Cole, at his town, about five miles up the south-west bank of the Manna river, and there met the old King Sandfish, of Sugury, and his son and successor, young Sandfish, and about six minor Chiefs. I fully explained to them the business I was sent upon, and laid particular stress on the wish of Her Majesty's Government that they should keep the peace among themselves, and use their utmost endeavours to stop the Slave Trade, and that they ought to have known, and I believe they did know, that the manner in which they had taken their people and sold them for slaves, under the name of emigrants, was a breach of the Treaty, and that taking men prisoners, either in war, or for debt, or on any pretence whatever, and tying them with a rope, or fastening them with a chain, and putting them in a vessel against their will, was nothing more nor less than Slave Trade; and that Her Majesty's Government were fully prepared and determined, by virtue of the power given them by the Treaty, to stop all such proceedings in future by force; that if their people committed great offences they must punish them by their country laws, but not by slavery.

No attempt was made to deny any of these offences brought to their notice, but they requested that I would come the next day to the sand-spit inside the bar, on the south-west side, and meet as many Chiefs as could be collected from their side (south), and that I would summon the Chiefs, their enemies, from the opposite side, (north), which I promised to do on condition that they should bring no arms or armed followers, which they consented to, provided I would arm my own men.

The next day I proceeded in the paddle-box boat over the bar, and the Chiefs, Thomas Cole, Young Sandfish, and George Robins, arrived here at the same time; after some little altercation among them, Robins made peace with the opposite party, Sandfish and Cole, on condition that the other Chiefs of his side also came to terms. We then had a long discussion on the affairs and trade of the neighbourhood, and agreed that a final meeting should be held the next day at the same time, in which Robinson undertook to produce all the Chiefs of his side, excepting Prince Mannah, of Gallinas, whom, as he lived too far off, they suggested I should go round to the Gallinas to see.

The next day (the 23rd) we met at the rendezvous at the same time. There were presented the Chiefs Thomas Cole, of Manna Rock; Sandfish, of Sugury; and the son of Sandfish, and several minor Chiefs, all of south bank of the river: also George Robins, King of Manna River and the Bar; Shanisee, near the Solyma; Kameo Padeo, Chief of the Head of the River, an influential man; Kaba Fina, Walkeree (inferior Chiefs), and others, all of the north side of the river, and a large number of influential Chiefs, some of whose children can read and speak English.

The paddle-box boat was anchored a little way off the bank, to prevent her being crowded. Robins, King of Manna river, produced the original Treaty, which was read, and compared with that in Vol. viii. of "Hertslet's Treaties," in presence of the natives, and translated to them, and found to be correct and perfectly understood.

I then addressed them on the subject of their wars and Slave Trade, pointing out to them how one caused the other, and how they both, united, caused poverty, misery, desolation, and stagnation of trade in Africa, and that it would ever remain so until they acted up to the spirit and letter of their Treaty; and that they need not imagine that the Chiefs would be able to pursue this course any longer, for that Great Britain had the power and the right to stop them, and was determined to use it. I also explained to them the alliance, in reality, between the two words, Slave Trade and emigration.

They asked me, in return, how they were to live when Slave Trade and emigration were abolished, for the thing appeared very difficult to them. The way in which they put this question, and their manner, showed me that they considered it an unanswerable reason for their having acted as they had done. In reply, I first asked them whether, after selling slaves, they distributed the profits amongst their people, or whether they retained it all themselves, for the purpose of further purchases of slaves and arms, and wasted the remainder in the indulgence of drunkenness and gluttony; to which they made no reply.

I then fully explained to them the absurdity of such ideas, and asked them to point out to me any benefit they had derived from the large profits of their last exportation of what they falsely called "emigrants." I also pointed out to them that by cultivation of cotton, rice, and other tropical produce, by learning arts of husbandry, by trade in ivory, skins, dye-woods, palm oil, ground nuts, &c., from the interior, and learning the arts of peace, instead of war, and instead of driving their people out of their country, keeping them at home, they would, in the end, be happier, richer, and more prosperous; and I laid particular stress on the cultivation of cotton, of which they seem to have more than I have observed in other parts of Africa, a great deal of native cloth being made in their villages.

Having finished my address to the Chiefs, they, in reply, stated they had nothing to say against what I

told them, and that they promised faithfully to abide by the Treaty; but at the same time, to prevent being blamed wrongfully, they wished the Government would send a Consul to live in their river, to see who were the parties who broke the Treaty, so that all should not be blamed for one, and that when one was detected, the Government were welcome to burn him out, and that they would help to do it.

In conclusion, some confessed, and some positively declared, that the bottom of all these disturbances was the French system of emigration that had been carried out in their territory, and would not deny, as they expressed it, that other bad things had been done, and that a complete stoppage of all that system would restore quiet to the country.

They explained to me voluntarily the way in which the slaves in the "Regina Cœli" rose upon the crew. This explanation was given, unasked for, by some angry under-Chiefs present, without the consent of the Chiefs above-mentioned, and who afterwards acknowledged it to be true.

The way it was done was in this manner:—After the vessel had been supplied with so-called emigrants (the principal supplier being Thomas Cole), the Chiefs sent a letter in the Vey language to those on board, telling them that now the Chiefs were paid, they might rise and free themselves as soon as they liked, which they did by making an attack in the meal-hour, and passing arms on deck from below. They killed all the crew about the decks, but some got up aloft. The cook killed six with a knife. They would not run the ship on shore for fear the Chiefs should benefit by the wreck, and also seize them. Several of the heads of the Frenchmen killed were laying about the beach for some time afterwards, and they are now reported to be exhibited about the country.

Those that escaped are some of them now at Monrovia, and they declare they are only sorry they did not rise at the time the Chiefs were on board receiving an entertainment from the French captain for their villanous proceedings, and thus destroy buyer and seller at one blow.

This statement was made before all the Chiefs (and applauded by many of the under ones).

The palaver broke up about 4 P.M., all having promised to keep the Treaty, and be friends with each other.

No. 148.

Commander Hunt to the Secretary to the Admiralty.

(Extract.)

"*Alecto*," at Sea, December 1, 1858.

BY the mail-steamer "Ethiope," that left Sierra Leone on the 19th November, a report was forwarded you from this ship of the proceedings relative to the French ship "Phoenix," of Nantes; also correspondence with the Monrovia Government, relative to the same. I now inclose you the conclusion of that correspondence as far as this ship and myself are concerned, and some other information which I have considered of sufficient importance to authorize me to communicate to you.

By these letters you will perceive that the United States' steam-frigate "Niagara," was present in the Roads of Mesurado, and that I had consulted with Captain J. S. Chauncey, of that ship, from whom I have received every advice and assistance; and I am happy to say that that officer cordially sympathises with the Monrovia Government in their endeavours to stop the violation of their territory for slave purposes, and that on the arrival of the "Niagara" in the United States, a strong representation will be made to that Government on their behalf, both by the Captain of the "Niagara" and other officials of the American Government sent in charge of the liberated Africans she brought over here.

The slave that the master of the "Phoenix" released to Colonel Payne (the Monrovia Attorney-General) on his payment of 6*l.*, the price paid to the King of Manna Rock for him, proved to be a boy apprenticed to one of Colonel Payne's family, and this is the second time the boy has been stolen from Monrovia territory by the King of Manna Rock (Thomas Cole), as he was formerly sold by that person to the notorious slave-ship "Regina Cœli," but escaped during the fight for freedom on board of her.

I left Monrovia on the 17th November, the "Niagara" accompanying us as far as the western end of St. Ann's shoals, in the hope of falling in with any of the slavers under their flag (of which I had furnished him with a list from our latest information), and parted company on the 18th, for New York.

I arrived in Sierra Leone on the 19th November, and received orders to proceed to England via Teneriffe, for which place I sailed on the 25th.

Inclosure 1 in No. 148.

Lieutenant Walker to Commander Hunt.

Sir,

"*Alecto*," off Manna Rock, November 13, 1858.

I HAVE the honour to inform you that, in compliance with your orders, I took Colonel Payne, the Attorney-General of Liberia, alongside the French ship "Phoenix," of Nantes, for the purpose of enabling him to communicate a message from his Government to her master.

The master of the "Phoenix" having refused to hold any communication with Colonel Payne or myself, unless we boarded his vessel by force, with armed boats, and alleging that his flag was sufficient evidence of his nation, refused to allow me on board to ascertain his nationality. I then returned with Colonel Payne.

I then by your orders proceeded with an armed boat to the "Phoenix," over whose gangway the master had spread the French ensign. I informed him that I was coming on board to ascertain his nationality and right to the flag he carried. I went up the side without treading on the flag, and was received by the master, M. C. Chevalier, who apologised for his former rudeness and incivility; but stated that he had orders to resist all English or American vessels by force, and more particularly any Liberian authorities, without giving any other authority for it except his flag. M. Chevalier showed me his papers and orders, which were signed by Admiral Hamelin, and clearly proved her to be a Government vessel. He also introduced me to the naval surgeon in charge, who likewise showed me his commission.

He then asked myself, Colonel Payne, and Mr. Coates to see his slaves, which he acknowledged had been purchased from Thomas Cole, King of Manna Rock; and that this was the only method of obtaining them; and on Colonel Payne recognising one who had been an apprentice to one of Colonel Payne's family, gave him up to the Colonel for the same price that he had paid Cole for him, 150 francs (6*l.*), and with him a bill showing the articles paid for the slave, and receipt for the money.

He again apologised for his former incivility, and asked for the accompanying paper, which, on my return to the ship, was sent by you to him.

I have, &c.
(Signed) W. J. WALKER.

Witness:
(Signed) THOMAS COATES, *Acting Second Master.*

Inclosure 2 in No. 148.

Memorandum given to the Master of the French ship "Phoenix."

Memo.

"*Alecto*," off *Manna Rock*, November 13, 1858.
IN compliance with your request, I have to inform you that it has been officially notified to me by his Excellency the President of the Republic of Liberia, that the ground you are now anchored upon, and have obtained your slaves from, is Liberian territory, which extends from Shebar river to River St. Pedro, and that you have therefore violated the laws of that Republic, and will cause severe punishment to be inflicted on the Chiefs of this neighbourhood.

(Signed) JAMES HUNT, *Commander.*

M. C. Chevalier, ship "Phoenix."

Inclosure 3 in No. 148.

Commander Hunt to the President of Liberia.

Sir,

"*Alecto*," *Mesurado Roads*, November 15, 1858.
I HAVE the honour to inform you that Her Majesty's steam-sloop under my command is ordered to England, her period of service having expired, and I shall proceed to join my senior officer at Sierra Leone on Tuesday.

I have also to inform you that I am in communication with the Captain of the United States' frigate "*Niagara*," relative to all that has occurred relating to the French ship "*Phoenix*," of Nantes, and that, as he is very far my superior in position, rank, and experience in the service that is now so actively co-operating with us, I have felt it my duty to consult him, and, at his request, shall furnish him with copies of the correspondence, and trust you will do the same, that he may be enabled to lay them before his Government, and solicit its good offices in your support.

As I have requested the mail to remain till noon of this day for the convenience of all parties, you will see the necessity of dispatch.

I have, &c.
(Signed) JAMES HUNT.

Inclosure 4 in No. 148.

The President of Liberia to Commander Hunt.

Sir,

Government House, Monrovia, November 16, 1858.
I HAVE the honour to acknowledge the receipt of your despatch of the 15th, conveying the information that you leave on Tuesday for England, via Sierra Leone.

You were pleased also to inform me that you were in communication with the Captain of the United States' frigate "*Niagara*," in relation to the French emigration ship "*Phoenix*," recently arrived in our jurisdiction, and what had occurred respecting her, to your own knowledge; and you suggest that I would, perhaps, furnish him with some information on the subject.

In reply, I beg to say that I regret exceedingly the necessity of your departure from this station. The feeling you have manifested for us in our efforts to exterminate the nefarious Slave Trade from our jurisdiction, and the readiness with which you have responded to the requests of this Government, for your co-operation in the same, have endeared you to the Government and people of Liberia.

I fully intended to make the proper communication to the Captain of the frigate "*Niagara*," on the subject. He has offered his best services on own behalf; and I am sure, from the assurances this gentleman has given me, he will do the utmost in his power for us, both on the coast, as well as after he returns to the United States.

I have, &c.
(Signed) STEPHEN A. BENSON.

No. 149.

Commander Hunt to the Secretary to the Admiralty.

Sir,

"Alecto," at Sea, December 5, 1858.

I HAVE the honour to inclose you a copy of a letter from his Excellency the Governor of Sierra Leone, relative to the affair of the American brig "*Caroline*," of Boston, for the information of the Lords Commissioners of the Admiralty.

His Excellency has also been kind enough to inform me that, as soon as he is recovered from his present indisposition, he will write to Her Majesty's Government more fully relative to other particulars relating to that vessel, and the parties concerned in that transaction.

I have, &c.

(Signed) JAMES HUNT.

Inclosure in No. 149.

Governor Hill to Commander Hunt.

Sir,

Government House, Sierra Leone, November 24, 1858.

I HAVE read the several communications received from the Admiralty relative to the case of the "*Caroline*," and I cannot but express my surprise that the owners and master of that vessel should have claimed compensation on the grounds that the interference of yourself and officers altered the voyage, by which they suffered pecuniary losses.

2. In justice to you, and considering it my duty as a servant of the Crown to expose such misrepresentations, I have the honour to inform you that it is notorious in the colony that the "*Caroline*" disposed of her cargo for its full value almost immediately on her arrival, and it was the common topic of conversation, the good fortune of the master in having been towed to Sierra Leone by the "*Alecto*," bringing the "*Caroline*" here a couple of weeks prior to her probable arrival without such assistance, and ensuring him a ready market for his cargo; I have even heard it said that the master of the vessel boasted of the circumstance.

3. With reference to the original intention of the master to call at Matacong, it is very clear the only object could be to dispose of the cargo to Mr. Reader; now, when the "*Caroline*" arrived here Mr. Reader was present, and as he could as easily have purchased the cargo here as at Matacong, and, for reasons best known to himself, he did not purchase it, the presumption must be that to call at Matacong would have been only so much time lost, with the probable chance of losing the market at Sierra Leone, both of which mishaps were avoided by the vessel accompanying the "*Alecto*" direct to this place.

4. In conversation, a merchant, interested in the American trade, told me that the master of the "*Caroline*" was satisfied in the successful disposal of his cargo, and he would not have made any complaint against the "*Alecto*," but he saw Mr. Reader, to whom he repeated something said by you with respect to the Island of Matacong and slave-dealing, which so exasperated Mr. Reader that he took the master to Mr. Magnus Smith, whose hostility to all officers connected with the Government is well known, and the result was the protest submitted to the British Government.

5. I mention these facts, and I am satisfied any inquiry here will satisfy the Government that the owners or master of the "*Caroline*" have not any just claim to compensation on the grounds stated.

I have, &c.

(Signed) STEPHEN J. HILL.

No. 150.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," Simon's Bay, November 12, 1858.

I INCLOSE, for the information of the Lords Commissioners of the Admiralty copies of a correspondence between Commodore Wise and Commander Brent, of the United States' Navy, relative to the capture of the "*Mary Elizabeth*" by Her Majesty's sloop "*Heron*," with my answer to the Commodore.

I have, &c.

(Signed) FRED. WM. GREY.

Inclosure 1 in No. 150.

Commodore Wise to Rear-Admiral Sir F. Grey.

Sir,

"Veruivius," off Loango, August 30, 1858.

I HAVE the honour to forward, for your information, a correspondence which has passed between Commander Brent, of the United States' vessel of war "*Marion*," and myself, relative to the capture of the slaver "*Mary Elizabeth*" by Her Majesty's brig "*Heron*," and also Commander Truscott's explanation called for by me.

I have, &c.

(Signed) CHAS. WISE.

Inclosure 2 in No. 150.

Commander Brent, U.S.N., to Commodore Wise.

Sir,

"Marion," St. Paul de Loanda, August 15, 1858.

I HAVE the honour to inclose, for your information, the following documents, viz. :—

1. Copy of a deposition taken before the Acting Commercial Agent of the United States at this port by the late chief mate of the brigantine "*Mary Elizabeth*," captured by Her Britannic Majesty's brig "*Heron*."2. Copy of a protest, in the handwriting of the late master of the "*Mary Elizabeth*," inserted in the log-book of that vessel, now in my possession.

This deposition and protest, you will perceive, are entirely at variance with the declaration which Commander Truscott made to me, that she was captured without colours or papers.

I did not find Flag-Officer Conover at this port as I anticipated before my arrival, and I have no recent intelligence from him. I shall remain at this port, or in its vicinity, until about the close of the present month.

I have, &c.

(Signed) THOS. W. BRENT.

Inclosure 3 in No. 150.

*Declaration.*Declaration of John Cubbens, late Chief Officer of brig "*Mary Elizabeth*," of New Orleans, John Henry master, owned by Mc Connel and Henry, of New Orleans.

DECLARES that the above-named vessel sailed from New Orleans on the 29th March, 1858, for the Havana via Key West, with a cargo of tallow and lard; arrived at the Havana on the 4th April; discharged and took on board a full cargo, consisting of 180 casks of spirituous liquors, 100 bags of bread, 50 bags of rice, 30 bags of beans, 45 bags of dried salt beef, 15 barrels of salt pork, 1 large case sundries, measuring about one ton and a half, 4 coils of rope, 2 bags of sundries, 70 bundles of shooks: that her crew consisted of ten men, all told, four of whom were shipped at the Havana before the American Consul; also had on board two cabin passengers and servant.

Sailed on the 20th April, cleared for the Island of St. Thomas and Congo river; communicated with St. Thomas on the 22nd June, without anchoring; on the 9th July arrived off Black Point, north of Congo river; at 2 P.M. was boarded by an officer and two entire boats' crews, armed, consisting of about twenty men, of the British brig of war "*Heron*" (who immediately followed the officer on board), requested to see the vessel's papers, which request was complied with by the captain in my presence, he producing the register, &c.

Said officer's attention was particularly called by me to the legality of said register, clearance, and manifest, and wished to know what more he required, the American ensign flying at the peak the whole of this time. They immediately took possession of the vessel, and steered for the brig of war above named.

At about 5 P.M. the Commander came on board, accompanied by four officers, and demanded to see the papers, which were shown him; after examining which, denied the legality of them, and said they belonged to another vessel.

At 7 P.M. the Commander and officers left, with the exception of the First Lieutenant and fourteen armed men.

On the following day (10th) at about 2 P.M., the Commander came on board, accompanied by his officers and the carpenter. After a consultation with his officers, he ordered Captain Henry to haul his flag down. The captain said no, he would not. The Commander then ordered the carpenter to break open the hatches: it was done; the Commander and his officers went into the hold, and examined every part of it, and from there to the cabin, and examined every state-room; they found no evidence of the vessel being an illegal trader.

At about 5 P.M. the Commander and his officers left, leaving the master of the "*Heron*," with fourteen armed seamen in charge.

On the next day (11th), at about 9 A.M., the Commander and his officers again came on board, and endeavoured to persuade us to haul the flag down; we refused to comply. He then took his departure with his officers, leaving one in charge, with fourteen men armed.

At 10 o'clock A.M., Captain Henry called me, and said he wished to go on board the "*Heron*," and see the doctor, as he felt ill; about an hour afterwards he returned, accompanied by the Commander of the "*Heron*" and his officers. When he returned on board he ordered me to haul the flag down; I refused to do so. The crew of the vessel came aft, and requested that the flag should be kept flying, and to be taken before American authorities. The Commander of the "*Heron*" said, "It is a pretty how-do-you-do; the Captain wants to haul his flag down, and his mate and sailors will not allow him;" and called me an obstinate fellow, and said if I did not hold my tongue he would put me in irons. Captain Henry hauled the flag down himself. I immediately took the flag and threw it overboard. The Commander asked me why I did so. I answered him, "So you shan't have it." He said he required some old bunting to mend some of his flags. I was then, with the crew, ordered by him into his boat, and taken on board the "*Heron*." I asked him to allow me to stop on board the vessel, to go to St. Helena in her. He said, "No; the Captain is quite sufficient to go there. You'll land here (at Black Point), and the crew where I think proper." I was accordingly landed five days afterwards, and the crew were landed at Cabenda, where I saw them afterwards.

The next morning (12th) I was stripped of all my clothes, and 459 dollars taken from me. The passengers and crew were treated in like manner. The first night they took possession of the vessel, the Commander ordered the anchor to be let go, and would not get under weigh again until the flag was hauled down.

(Signed) JOHN CUBBENS.

Inclosure 4 in No. 150.

*Protest.**On the High Seas, July 9, 1858.*

I, JOHN HENRY, master of the American brig "*Mary Elizabeth*," of New Orleans, do hereby protest against the act of the Commander of the British brig "*Heron*," in boarding and taking possession of, on the

high seas, and detaining and searching, and keeping possession of said brig, contrary to her right, as a vessel of the United States on the high seas; and do protest against the said detention and hindrance in the sum of 60,000 dollars: the said brig "*Mary Elizabeth*" having sailed from Havana on the 20th day of April, 1858, bound on a voyage to the Island of St. Thomas, and a market with a cargo of rum and provisions; and require to be brought to New Orleans to have the legality of the act of said British Commander tested.

Inclosure 5 in No. 150.

Commander Truscott to Commodore Wise.

Sir, I BEG to submit the inclosed explanations, with reference to the protest made by John Henry, late master of the brigantine "*Mary Elizabeth*."

"*Heron*," at Sea, August 22, 1858.
I have, &c.
(Signed) W. H. TRUSCOTT.

Inclosure 6 in No. 150.

Statement.

I BEG to state that I know no such person as John Henry, master of the brigantine "*Mary Elizabeth*."

The master of that vessel stated that his name was John Edwards, and as such he was sent in the vessel to the Prize Court at St. Helena.

(Signed) W. H. TRUSCOTT, *Commander of H.M.S. "Heron."*

We, the Undersigned, affirm that the master of the American brigantine "*Mary Elizabeth*" stated that his name was John Edwards, and as such he was sent in the vessel to the Prize Court at St. Helena.

(Signed) CHARLES A. STUART, *Master, H.M.S. "Heron."*
W. S. E. FREEMAN, "*Paymaster, H.M.S. "Heron."*"

Inclosure 7 in No. 150.

Commander Truscott to Commodore Wise.

Sir, IN pursuance to your order of the 20th instant, calling on me to furnish you with an account of the whole circumstances attending the capture of the brigantine "*Mary Elizabeth*," and to reply clearly and concisely to the charges brought against me, I beg to forward the inclosed explanations, together with letters from the master, surgeon, and paymaster of this ship.

I have, &c.
(Signed) W. H. TRUSCOTT.

Inclosure 8 in No. 150.

Explanations with respect to the charges preferred by John Cubbens, late Chief Officer of the Brigantine "Mary Elizabeth."

HIS statement of the nature of the cargo is as far correct as I could possibly ascertain; but he has forgotten to mention (no doubt accidentally) the fact of slave-coppers, slave-tins, and several large leaguers of fresh water having been found on board.

He states the brigantine communicated with the Island of St. Thomas on the 22nd of June; whereas he said, whilst on board the "*Heron*," that on the master of the brigantine observing a man-of-war in that anchorage, they immediately stood out to sea again.

With respect to the boarding of this vessel, I can merely state that on the boarding officer finding her papers suspicious, he brought her down to the "*Heron*." I then boarded her myself, and on examining her papers found they were illegal; I deny that I ever said her papers belonged to another vessel.

The mate states I ordered the captain of the brigantine to haul his colours down. This charge is almost too ridiculous to deny, as I am too well acquainted with the instructions to commit such an illegal act.

His statement that on my opening the hatches of the brigantine I found no evidence of her being an illegal trader, is not correct; as I found slave-coppers, slave-tins, several large leaguers of fresh water, and a foreign crew stowed below.

His statement that at 8 A.M. on the 11th instant, I, accompanied by my officers, came on board and endeavoured to persuade them to haul down their colours, is entirely false, as I did not go on board the brigantine that day until after John Edwards, the master, came on board the "*Heron*," at 10:30 A.M., to consult the surgeon about his health; with respect to the nature of that interview, I beg to refer you to that officer's letter. After the interview was over he expressed a wish to see me; I received him in my cabin, where he stated that all he had in the world was invested in that unfortunate business, and that the vessel had come on the coast for a cargo of slaves, and he intended to ship them (500) in the Congo, and begged me to consider his case.

I also deny ever having made use of the expressions the mate gives in his declaration with respect to himself and the crew not obeying the orders of their captain to haul down the flag; as also the fact of having threatened to place him in irons.

After the flag was hauled down I took possession of the vessel, retaining the master, cook, and steward on board, and sending the remainder of the men, &c., on board my own ship.

On the morning of the 12th, the mate, foreign captain, supercargo, and crew were searched by the Serjeant of Marines of this ship; the mate had only two doubloons, and these were returned to him; and from the

CLASS A.

2 E

persons of the foreign captain and supercargo were taken the sum of 118 doubloons, 18 of which were returned to them.

With respect to the mate's statement about their being stripped of their clothes, money, &c., I beg to state they were allowed to retain all their clothes as well as their arms; in fact, nothing was taken from any one, except 100 doubloons from the foreign captain and supercargo; so that part of this man's statement is not correct.

Some of the crew not having any money about them, I gave to each so situated a doubloon to enable them to procure necessities until again employed.

Regarding the treatment the mate, foreign captain, supercargo, received on board the "Heron," I beg to state that as the gun-room was unoccupied by its members (one being ill in his cot, and the remainder absent on duty), I gave permission for these people to occupy it, and they were also permitted to obtain whatever they wished from the brigantine in the way of provisions, &c.; and on the day I landed them at Cabenda, the mate begged leave to thank me on behalf of himself and the others for the very kind treatment they had received on board my ship.

He further states that the first night I took possession of the brigantine I ordered her to anchor, and would remain there until the flag was hauled down; to prove the falsehood of this statement I forward the copy of the ship's log for the time referred to.

Before closing these explanations, I would beg leave to mention a few facts that may go still further to prove the character of the man that could make such a false declaration.

While on board the "Heron" he told me that he knew all the papers were illegal, but that they placed their reliance in the fact that I would not attempt to open their hatches; but when he saw the hatches opened he saw (to use his own words), that the voyage was lost.

He stated to me that he lost 2,000 dollars by the vessel being seized; and that he thought a man was quite right in trying to deceive British officers when boarding a vessel engaged in the Slave Trade. And further, if this trip should have been successful he was to have accompanied the foreign captain in a larger vessel to the East Coast, for a cargo of slaves. He also said, if he had been captain of the "*Mary Elizabeth*," he would not have hauled his colours down until within range of an American gun, that being quite soon enough to give the vessel up, and that he found, by experience, that the captain of the brigantine was not the man to have charge of a vessel engaged in such Traffic, as (to use his own words) "he had no nerve, and could not bounce."

He further stated that the American flag was a very good cloak for such Traffic, and one he would always sail under, if engaged in that Trade, as he knew British cruisers had great difficulty in detecting whether they were illegal or not, and he further said that at the time he left New Orleans there were five ships fitting out there for the coast, all of whom would sail under the American flag.

I regret that a man capable of making such a false statement should have caused so much trouble, as, by the proof I have adduced, his declaration is shown to be one mass of falsehoods.

In concluding, I beg to state that Captain Brent will perceive that my statement (when I said I seized the vessel without papers or colours), was perfectly correct, as I did not seize her until both had been thrown overboard.

(Signed) W. H. TRUSCOTT, Commander, H.M.S. "Heron."

Inclosure 9 in No. 150.

Commodore Wise to Commander Brent, U.S.N.

Sir,

"*Vesuvius*," off Loango, August 30, 1858.

I HAVE the honour to acquaint you that on receiving your letter of the 15th instant, I immediately laid it before Commander Truscott, of Her Majesty's brig "Heron," who in reply repeats his statement that the "*Mary Elizabeth*" was captured without papers or colours.

With reference to the protest said to have been made by John Henry, master of that vessel, Commander Truscott not merely denies having received such a protest, but further states that the person purporting to be the master called himself John Edwards, and as such was sent in the vessel to the Prize Court at St. Helena.

I would further beg to inform you that Commander Truscott denies in every particular the deposition of the mate of the "*Mary Elizabeth*," stating that his declaration is a mass of falsehoods, and that I have considered it my duty to forward your correspondence, and Commander Truscott's reply, to my Commander-in-chief.

I have, &c.

(Signed) CHAS. WISE.

Inclosure 10 in No. 150.

Commander Brent, U.S.N., to Commodore Wise.

Sir,

"*Marion*," off Shark's Point, Congo River, September 6, 1858.

I HAVE the honour to acknowledge the receipt of your communication of the 30th ultimo.

I thought it proper to submit to you a copy of the deposition of the mate of the "*Mary Elizabeth*," as it came before me in such a manner as to oblige me to take official notice of it.

In remarking upon the variance, I had no intention of denying Commander Truscott's statement.

I have now to inform you that, from further evidence received at Loanda, and the mate's own admission, I find that the deposition which he made is contradicted in an important particular, so as to make the rest of his assertions, if denied, utterly worthless.

The alleged protest of the master, therefore, resting only upon the same authority, is amply refuted by the mere denial of Commander Truscott.

I am, &c.

(Signed) THOS. W. BRENT.

No. 151.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir, "Boscawen," in Simon's Bay, November 11, 1858.

COMMODORE WISE has already forwarded to you his letters of the 19th of July and 9th September last, detailing the information he has collected on the subject of the "Regina Cœli," and French emigration; it is, therefore, unnecessary for me to enter at any length into this painful subject.

2. The fair prospect which our exertions in previous years, and the concurrence of France, had opened to us, of finally suppressing the odious Slave Trade, is now entirely gone, and I have little hope that the increase in the legal trade, and the improvement in Africa it carried with it, can continue in the face of these proceedings.

3. I shall have the honour to lay before the Lords Commissioners of the Admiralty, in a letter on the general question of the Slave Trade, my opinion on the measures that appear to me best in these altered circumstances.

I have, &c.

(Signed) FRED. WM. GREY.

No. 152.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.)

"Boscawen," in Simon's Bay, November 12, 1858.

ON my arrival here I received from Commodore Wise his despatches of the 6th and 26th August, and of the 13th of September, reporting his proceedings, and stating his views of the important subject of the Slave Trade.

Copies of these despatches have already been forwarded for the information of the Lords Commissioners of the Admiralty.

It is impossible to disguise the fact that the present aspect of affairs is more gloomy than it has been for many years, and that the duty imposed on Her Majesty's officers has been rendered much more difficult by the cessation of all co-operation on the part of France and America.

What has passed between England and the United States has led to the belief on the part of the slave-dealers that our cruisers will in no case now venture to interfere with a vessel which can make even a show of being American, and they seldom fail, by some means or other, to obtain papers sufficient to deceive the British officers who may inspect them.

At the same time the American Government has adopted no adequate measures for fulfilling the stipulations of their Treaty with England, by which they bind themselves to keep a squadron of suitable vessels on the coast; nor can they ever have an efficient squadron of cruisers, until they form a dépôt somewhere nearer the scene of action, from which they may be supplied with provisions.

I must do the American officers the justice to say, that when they have been on the coast, they have, with few exceptions, shown a laudable desire to co-operate with us.

To the difficulty which arises from the abuse of the American flag so strongly pointed out by Commodore Wise, there are now added those which arise out of the French proceedings.

Up to the present time the evils of this system have been confined to the shore; no slaver, as far as we know, having yet hoisted the French flag, though two suspicious cases are mentioned by Commodore Wise.

On shore the stimulus given to the slave-markets has been great; and there can be little doubt that it has had the effect of reviving the desire to deal in slaves in many places where it was nearly extinct, and had been fast giving place to legitimate commerce.

This has been shown chiefly in the Northern and Bights Divisions, where there can now, I fear, be little doubt that renewed attempts to ship cargoes will be made. In the north, the rivers to the north of Sierra Leone and the Gallinas will doubtless be the places selected for the operations of the dealers, and in the Bights, the coast from Cape St. Paul to Lagos.

On the South Coast, between Cape Lopez and Ambriz, the Slave Trade has

never been extinct; at the present moment it is most active, and it is from the neighbourhood of the Congo that the greatest number of slaves are purchased by the slave-dealers and by the French agents.

The operations of M. Regis, though they have been stated by French officers to be in opposition to the interests of the slave-dealers by creating an extra demand, are not so in reality, since the interior will supply any number of slaves that may be required, and the dealers having always the French market open to them to absorb any accumulation of slaves that the capture of slave-vessels might occasion, are thus secured from loss.

No. 153.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," in Simon's Bay, November 12, 1858.

I INCLOSE, for the information of the Lords Commissioners of the Admiralty, copies of a correspondence relative to the boarding of the Spanish brig "Don Juan."

2. From the information I received at Lagos, I have little doubt that had it not been for the vigilance of our cruisers, a cargo of slaves would have been shipped in that vessel.

I have, &c.
(Signed) FRED. WM. GREY.

Inclosure 1 in No. 153.

Commodore Wise to Rear-Admiral Sir F. Grey.

Sir,

"Vesuvius," at Loanda, September 13, 1858.

I HAVE the honour to forward for your information a complaint made by Señor Daroca, the Spanish Vice-Consul at Accra, relative to the alleged illegal boarding of the Spanish brig "Don Juan," together with a copy of my reply thereto, and the reports of the officers who visited the vessel in question.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 2 in No. 153.

Acting Governor Bird to Commodore Wise.

Sir,

Cape Coast Castle, June 14, 1858.

I DO myself the honour of forwarding for your information copy of a complaint forwarded to me by the Spanish Vice-Consul at Accra.

I have, &c.
(Signed) H. BIRD.

Inclosure 3 in No. 153.

Señor Daroca to Acting Governor Bird.

Sir,

Spanish Vice-Consulate, James, Accra, June 5, 1858.

ON the date of 7th of last May I delivered to his Excellency the late English Governor of Gold Coast, Mr. Pine, predecessor to your Excellency, a note on which I spoke yesterday to your Excellency, and now, on the request of your Excellency, I send a copy of the same, for the purpose it may be convenient. It said:—

"Sir,

"Spanish Vice-Consulate, James, Accra, May 7, 1858.

"Mr. B. Sapera, captain of the Spanish brig 'Don Juan,' has handed me an official communication, where the following facts are stated:—

"1st. The Spanish brig 'Don Juan' has been, during her stay at the south of this coast, the subject of innumerable visits.

"2nd. No inspection has been made as it is prescribed and expressly ordained by the Treaty dated on the 28th of June, 1835.

"3rd. On the 1st of January last the 'Don Juan' was really invaded at 2 A.M., rather than inspected, by a ship of war, which name they forgot to write on the log-book.

"4th. The same officers compelled that night to Captain Sapera to hoist the Spanish flag at 3 A.M.

"5th. They also moved down the deck with lights, exposing so the brig to fire, for her cargo was of rum, against the remarks of the captain.

"6th. During this inspection the officers lapsed from duty to the Spanish flag, and in propriety to the chief commandant of a Spanish merchant-vessel.

"All and every one of these facts prove that the English officers who inspected the 'Don Juan' not only have acted against the 'true spirit' (Article IV) of the Treaty signed 'to avoid the Slave Trade,' not 'to

spoil the legal trade,' but have too underrated the rules prescribed on the 3rd paragraph of Article IV, what is a matter of responsibility.

"As the first duty of mine is to survey for the true execution of the Treaty of 1835, I have the honour of sending your Excellency this communication, to be elevated to whom it may correspond, with the purpose of avoiding the repetition of such facts, whilst my Government at Madrid, who will know all, demands the responsibility and penalty of the officers, according to Article IX of the Treaty. Please your Excellency to accept the high consideration of my respects, and believe me, &c.

(Signed)

"MANUEL LEIVA Y DAROCA.

"There was a seal."

I avail, &c.

(Signed)

MANOEL LEIVA Y DAROCA.

Inclosure 4 in No. 153.

Commodore Wise to Acting Governor Bird.

Sir, "Vesuvius," off Loango, August 15, 1858.
WITH reference to your letter of the 14th of June last, inclosing the copy of a complaint from the Spanish Vice-Consul at Accra, I have the honour to inclose my reply to the letter in question, and beg that you will be pleased to cause it to be delivered to Señor Daroca.

I have, &c.

(Signed) CHAS. WISE.

Inclosure 5 in No. 153.

Commodore Wise to Señor Daroca.

Sir, "Vesuvius," off Loango, August 15, 1858.
IN reply to your letter, dated 5th of June last, addressed to his Excellency the Acting Governor of the Gold Coast, reporting the fact of Mr. B. Sopera, Captain of the Spanish brig "Don Juan" having complained of the manner in which he had been boarded by Her Britannic Majesty's cruisers on the West Coast of Africa, I have the honour to acquaint you, that I have called upon the Commanders of Her Majesty's vessels who boarded the brig in question, to state the manner in which their visit had been conducted; and by their reports I am informed, that the conditions of the Treaty for the suppression of the Slave Trade, dated 28th of June, 1835, have been strictly complied with, and the visit conducted with every courtesy. Had it been otherwise, Her Majesty's officers who boarded the "Don Juan" would have disobeyed their instructions, and so left themselves open to a reprimand.

I have, &c.

(Signed) CHAS. WISE.

Inclosure 6 in No. 153.

Mr. Thompson to Commander Aplin.

Sir, "Hecla," July 15, 1858.
IN reply to your Memorandum of the 15th July, calling my attention to the complaint made by the master of the Spanish brig "Don Juan," of Barcelona, of the conduct of the officers of Her Majesty's ships by whom that vessel had been boarded, and also directing me to furnish you with an account of my proceedings when engaged in boarding the above-mentioned brig, I have the honour to make the following statement:—

In pursuance of orders received from you on the 2nd of February, 1858, I proceeded to board the Spanish brig "Don Juan," of Barcelona, Bernardo Sopera, master, then lying at anchor off Whydah. In performing this duty I strictly adhered to the Treaty between our two nations, and endeavoured, by every possible means in my power, to carry out my duties in a courteous and proper manner.

Before leaving (by means of one of the men who spoke English), I asked the master if he had any cause for complaint of the way in which I had performed my duties. He replied, that he had not.

I also (through the interpreter) offered to make a notation in his log of my having boarded his vessel. Whether this offer was accepted or not, I cannot, after this lapse of time, positively state; but the entry was either made, or not, according to the wish he then expressed.

I have further to add that the person representing himself to be the master of the brig, did not at all resemble the person described by you, and I have strong doubts as to his being the proper master.

(Signed)

JOHN THOMPSON, Master and Pilot,
Her Majesty's steam-sloop "Hecla."

I have read the above statement, and find it correct.

(Signed)

W. H. HAYWARD, Master's Assistant, Officer in charge of Boat.

Inclosure 7 in No. 153.

Lieutenant Pike to Commodore Wise.

Sir, "Antelope," River Congo, August 24, 1858.
IN obedience to your directions, I have the honour to make the following reply to the complaints of the master of the Spanish brig "Don Juan."

That vessel was never searched by me, nor did I ever give orders for so doing ; and she was boarded on one occasion, on the 1st January, 1858, and at 1 A.M., under the following circumstances :—

On the evening of the 31st December, 1857, Her Majesty's ship "Antelope" being off Great Popoe, a brig was observed running down from the westward at about 6 P.M. Having neared her to about a mile, I sent Mr. Dennistoun (mate) to inquire what vessel it was, in the gig, as she had not shown any ensign in answer to ours, which had been hoisted some time.

After about an hour's absence he returned, and reported to me that he had pulled alongside the brig, with his ensign hoisted, but that the master and crew had positively refused to allow him to go on board, and, on his attempting to get up the side, made a considerable show of resistance, and also refused to hoist or show any colours.

The vessel being by this time out of sight, I at once made sail along the land to follow her up, and at midnight discovered the same vessel at anchor off Whydah. There I anchored too, and at once sent Messrs. Denny and Dennistoun (mates), each in an armed whale-boat, with orders to insist upon knowing what vessel it was.

After about half an hour's interval I went on board the vessel myself by request of those officers, who stated that the vessel showed no ensign, and that they could not understand the papers the master produced.

They informed me that, being unable to comprehend the papers, they had looked into the hold, which appeared full of casks, but had not moved or touched anything.

Upon looking at the vessel's papers, she proved to be the Spanish brig "Don Juan." Everything appearing correct and legal, I lost no time in quitting her ; and I observed that Mr. Denny made and signed the requisite entry in his log. Upon leaving, I asked, as well as my slight knowledge of Spanish would permit, whether the master had any complaint to make. He replied, "None." I asked him why he refused to allow my boat alongside, which would have saved all trouble. He replied, that he had heard of pirates in these seas, and did not know that it was a man-of-war's boat. I asked him why he had even refused to hoist or show any colours ; and then, not before, he himself ordered one of his crew to hoist the ensign. The man asked, "Which one?" he replied, "The large one ;" and then an immense Spanish ensign was hoisted at the peak. I also expressed my regret that his own want of civility should have compelled me to visit a Spanish vessel at such an hour.

I beg most positively to deny that there was either on my part, or on the part of the officers acting under my orders, any want of respect or courtesy on this occasion.

I have the honour to forward the statement of Mr. Dennistoun, one of the boarding officers, Mr. Denny having left the ship on promotion.

I have also to add that the person who represented himself to be the master on this occasion, was a totally different person from the one who was pointed out to me as the real master by the consignee of the vessel at Whydah (Senhor Nobre), a noted slave-dealer.

I have, &c.
(Signed) J. W. PIKE.

Inclosure 8 in No. 153.

Statement of Mr. Dennistoun (Mate) of what occurred on the occasion of boarding the Spanish brig "Don Juan."

ON the evening of the 31st December, 1857, I went in the gig of Her Majesty's ship "Antelope" to board a brig then about a mile a-head, and running with a light breeze.

When I pulled alongside I was waived off, and the crew refused to give me a ladder or rope, or to allow me on board, though the boat's ensign was hoisted, and I was in uniform, as also were the gig's crew, with the ship's name on their hats.

I pulled alongside twice, and tried to get on their chain-plates, but the master and crew got upon the gunwhale and prevented my getting on board, making such a show of resistance that had I had sufficient force I should have considered myself justified in forcing my way on board.

All this time no ensign was hoisted ; and as he refused to hoist any colours, I at once returned to the "Antelope" and reported this suspicious behaviour. At 1 A.M. of the 1st January, the brig having been followed up to Whydah anchorage, I received orders from Lieutenant Pike to proceed in the armed gig, and accompany Mr. Denny on board the brig, and to insist upon knowing what vessel it was.

Upon our going on board, the master showed us two documents, one of them a long list, apparently of cargo, but we could understand neither.

Being unable to ascertain anything from the papers, we looked into her hold, which appeared full of casks, but we made no search, nor was any of the cargo disturbed or moved. The master made no objection, and himself provided lights, and several of the brig's crew went down into the hold with lighted cigarettes in their mouths.

Not being able to understand anything the master said, a boat was sent to request Lieutenant Pike to visit the vessel himself. While waiting for him the master called us into the cabin, and produced a paper, in English, signed by the British Consul at Barcelona, also a letter from Messrs. Montague and Co., her owners, and the port clearances from Sierra Leone and Gibraltar ; which, if he would have shown them at first, would have saved all delay, especially as the clearance from the last-named port was attested by my former captain (Captain George Elliot), and would have at once satisfied me.

During our visit every courtesy was shown towards the master, who, it appeared to me, threw every obstacle in the way of our ascertaining her nationality, by persisting in calling our attention to a manifest, written in Spanish, and withholding papers that would have enabled us to perform our duty in a few minutes.

Mr. Denny made and signed the entry in the brig's log in my presence. When Lieutenant Pike came on board he looked at these documents, and at once ordered the vessel to be quitted without any further search. No colours were shown during our visit, but upon the boat's leaving I observed a very large Spanish ensign hoisted at her peak.

To the best of my belief, no complaint was made by the master of the conduct of any of the boat's crew, or of ourselves, during this visit.

(Signed) R. P. DENNISTOUN.

"Antelope," River Congo, August 23, 1858.

Inclosure 9 in No. 153.

Lieutenant Burton to Commander Aplin.

Sir, "Triton," *Whydah*, July 18, 1858.
IN compliance with your Memorandum of this day's date, I have the honour to inform you that I boarded the Spanish brig "Don Juan" myself, off Tachin, on the 8th of February last; that the provisions of the Treaty for the suppression of the Slave Trade were complied with; and the requisite entry made in the log-book of the brig; also all due courtesy shown during the visit.

I have, &c.
(Signed) R. H. BURTON.

Inclosure 10 in No. 153.

Rear-Admiral Sir F. Grey to Commodore Wise.

Sir, "Boscawen," *Simon's Bay*, November 11, 1858.
I HAVE received your letter of the 13th September last, concerning a correspondence with the Spanish Vice-Consul at Accra, relative to the boarding of the brig "Don Juan," and I have to acquaint you that I entirely approve the conduct of the officers of the "Hecla," "Triton," and "Antelope," and of the answer sent by you to the Spanish Vice-Consul.

I have, &c.
(Signed) FRED. WM. GREY.

No. 154.

Commander Hunt to Vice-Admiral Harvey.

Sir, "Alecto," *Sheerness*, December 31, 1858.
IN reply to the order of the Lords Commissioners of the Admiralty, desiring me to report, in details, on the circumstances relating to the American brig "Caroline," said to be detained by this ship off the River Murrey in May last, I beg respectfully to inform you that two Reports, in detail, have been forwarded to their Lordships, and to the Commander-in-chief of the African station, which fully answer the charges contained in the inclosures from the Secretary of State for Foreign Affairs of the 4th of September last, copies of which were forwarded to me by Commodore C. Wise. I now inclose you a list of the said papers, and the date on which they were forwarded; I also now inclose some further statements that meet the only points in the charges made against this ship by the owners of the brig, that have not already been replied to.

I have, &c.
(Signed) JAMES HUNT.

Inclosure 1 in No. 154.

List of Documents already forwarded.

Forwarded to England by the mail-packet that left Sierra Leone on or about the 20th of May, 1858 :—

Letter to the American Consul at Sierra Leone, dated the 10th of May, 1858.

Extract from the log of Her Majesty's sloop "Alecto," of the 8th and 9th of May, 1858.

Charges against the brig "Caroline," 10 in number.

Extract from American Shipping Laws, 5 in number.

Lieutenant Walker's letter of the 13th of May, 1858, reporting an interview with the American Consul.

Letter from Mr. Bradford Gibbs, said to be master of the "Caroline," dated 12th May, 1858, four days before it was sent.

Commander Hunt's reply to the same.

Letter containing the full particulars, and inclosing the above to the Secretary of the Admiralty, dated the 15th of May, 1858.

Letter of Lieutenant Walker's, of the 15th of May, 1858, reporting an interview with the American Consul.

N.B.—Copy sent to Foreign Office, 6th September.

Forwarded from Portsmouth, the 24th of December, 1858 :—

Copy of a letter from his Excellency the Governor of Sierra Leone, of the 24th of November, 1858.

Letter from Commander Hunt, inclosing the same.

N.B.—Copy sent to Foreign Office, 27th December.

Inclosure 2 in No. 154.

Commander Hunt to Vice-Admiral Harvey.

Sir,

"Alecto," Sheerness, December 31, 1858.

WITH reference to my previous letter of this day's date, I beg respectfully to forward, through you, to the Lords Commissioners of the Admiralty some further evidence in reply to the accusation brought against this ship by the owners of the brig "Caroline," of Boston.

The brig was boarded off the Pongas (not Nunez), in latitude $9^{\circ} 38'$ north, and $14^{\circ} 45'$ west.

The brig was not seized, but towed, at his own request, to Sierra Leone, as per log of that date already forwarded.

The statement of the master, of his being compelled to come on board this ship with his papers, is untrue, as he came voluntarily, and was told by myself that I had no power to take him out of his ship on any account whatever.

The statement that myself or others recommended him to sink or seize his papers and colours, is also untrue.

Lieutenant Walker was grossly insulted on board the said vessel, and some of the seamen received blows and abuse by Mr. Bradford Gibbs and others, which they refrained from noticing in any way whatever.

I would also respectfully request their Lordships to examine the chart for part of the coast referred to, as they will perceive that, according to the master of the "Caroline," our statement of his wishing to go to Matacong, towing him to Sierra Leone anchorage, three miles north-east of the Lighthouse, was actually in his nearest route to that place, as he must reach that position to enable him to lay into Matacong, with the usual sea-breeze from the south-west, and when he was left in that position, instead of going into the port he said he was bound to, he, after all, went into Sierra Leone, the port to which he asked to be towed.

When the "Alecto" parted from the brig "Caroline" at Sierra Leone, I waited upon Mr. B. Gibbs and Mr. Horace Tufts, who, at different times, had each represented himself to be master of the said brig, and inquired of them if they had any complaint to make. In reply, they stated that they had no complaint to make against the officers or men, who, they said, had behaved civilly; that they thought I ought to repair their jib, which was split in a tornado, and repair their windlass, which was out of order when they left America, both of which were done. They were then distinctly asked if they had any further complaint. They replied they had none; but said they thought they should complain of the detention.

Their Lordships will also find that the copy of a letter from his Excellency the Governor of Sierra Leone fully corroborates all the reports I have forwarded them, and also fully answers the most important parts of the case, and they will receive further communication from his Excellency on this subject.

I have, &c.

(Signed) JAMES HUNT.

No. 155.

Captain Anderson to the Secretary to the Admiralty.

(Extract.)

"Archer," November , 1858.

I HAVE the honour to inform you, that at noon of the 26th of October, in latitude 14° north, and 19° west longitude, I observed a taunt and rakish-looking brig on the port-bow, standing to the westward. I immediately hauled to the wind to close, and hoisted my colours at the same time; at 12:30 I passed about a mile to leeward of her, and as she evinced no intention of hoisting any colours, I fired a blank gun to enforce it. She then showed an American ensign, and dipped it three times, a proceeding rather uncommon on the part of an American vessel. When in her wake I tacked, upon which she immediately hove-to. At about 1:15 P.M., on passing to windward, and a-head of her, I detached the cutter with Lieutenant Knowles and a midshipman, with instructions to examine her papers only to ascertain her nationality, but to take no further steps without communicating with me.

On the boat's return, Lieutenant Knowles reported her to be the "Anglo-Saxon," of Boston, two days from Goree, previously from Bathurst and the Gambia, her papers apparently correct, with the exception of the clearance from Bathurst and the Gambia (not dated); the person in charge stated that the captain and mate had died at Bathurst. She had a few hides, a little ivory, and palm oil on board—he said he hardly quite knew what; but he was going to take it to the Cape de Verds, and from thence intended proceeding to the United States.

Lieutenant Knowles also reported her to have a darkened binnacle, such as are in common use on board slavers. He offered before leaving, to note in the vessel's log the particulars of his visit, which the person in charge declined, saying, he would do so himself. As she was under American colours, I allowed her to proceed. I may here remark, there was no detention on our part, as she hove-to voluntarily, which the boarding officer explained to them.

No. 156.

Lieutenant Simpson to the Senior Officer, West Coast of Africa.

Sir, "Pluto," Lat. 4° 40' N., Long. 1° 55' W., September 21, 1858.

HEREWITH I beg to inclose the boarding officers' Report of having boarded the American brigantine "Henry," of Waldoboro', V. Harding, master, bound to New York.

Proving an American vessel, she was not molested, or in any way detained; and had she shown her colours before sunset, when it was practicable for them to have been distinguished from Her Majesty's steam-vessel under my command, she would not have been visited.

No complaint was made by the master, or any other person on board.

I have, &c.

(Signed) C. H. SIMPSON.

 Inclosure in No. 156.
Report.

AT 7.45 P.M., of the 21st of September, 1858, boarded in latitude 4° 40' north, longitude 1° 55' west, the brigantine "Henry," of Waldoboro', bound to New York, V. Harding, master. Finding she was an American vessel, did not in any way molest her; no complaint was made by any person on board.

(Signed) HENRY J. CODDINGTON, *Acting Mate.*
JOHN HAY, *Assistant Paymaster, in charge.*

No. 157.

Commander Bowden to the Secretary to the Admiralty.

(Extract.)

"Medusa," Shark's Point, October 4, 1858.

I HAVE the honour to report that, on the 4th of October, I saw a large barque, under American colours, proceeding up the Congo, which I caused to be boarded by Lieutenant Nott.

On his return, he informed me that she was the barque "Hazard," and a legal trader; I therefore did not further interfere with her.

No. 158.

Commodore Wise to the Secretary to the Admiralty.

(Extract.)

"Vesuvius," off Lagos, November 23, 1858.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a report from Commander Close on the subject of slave-trading in the Pongas, and containing the information of a recent shipment which is reported to have taken place from that river.

 Inclosure in No. 158.
Commander Close to Commodore Wise.

(Extract.)

"Trident," Sierra Leone, November 8, 1858.

I HAVE the honour to report that, on the 14th of October, I dispatched the second cutter of this ship to examine the creeks and inlets in the River Pongas up to Cape Verga. In six days the service was most completely performed. A creek was discovered where slavers had been successfully concealed from men-of-war boats. The cutter heard that an American vessel landed a cargo last month opposite Tintima, but was frightened away out of the river by the report of men-of-war's boats being in the neighbourhood. The cutter, wishing to visit this place, were told that no stranger could land there. It is well known that strangers are never permitted to approach the locality of barracoons; and I have since obtained information that slaves are held by Karrata Marra in this place for export trade.

I have received a great deal of information from two slaves who very recently escaped from the barracoons of Mrs. Lightbourne and Mr. Faber. They assured me that Mrs. Lighthourne's daughter, who lives opposite to Farrangia, has no dealings with the export Slave Trade. The slave from Mr. Faber's barracoons states that, two months ago, Mr. Faber embarked 200 or 300 slaves in a Spanish vessel, commanded by a man named

CLASS A.

Minette. She was concealed in a creek at the Sandbar, and the slave was employed on board her to watch. He had been ten years a slave to Mr. Faber, five of which he had spent in chains. Latterly they had trusted him to watch, and to buy slaves on two occasions for Mr. Faber. On the last occasion, his money and boat had been taken from him by the natives of the Scarcies river, and, fearing to return to his master empty-handed, he ran to Sierra Leone.

On my recent visit to Mataboon, I heard that, two months ago, a Spanish vessel anchored off the island; the captain landed, and was advised by Mr. Reader, an English merchant, to go away, as it was not safe for him to be there. Mr. Reader is supposed not to be so honest as he should be, and is also suspected of aiding and abetting the Slave Trade; he is acting in trade for a person of the name of Isaacs, who was obliged to run from Mataboon, a writ being issued against him by Governor Kennedy for slave-dealings.

No. 159.

Commander Hunt to the Secretary to the Admiralty.

Sir,

"*Alecto*," Woolwich, January 17, 1859.

I HAVE the honour to forward the inclosed despatch.

Having to do duty as Senior Officer in this yard, in the absence of the Commodore Superintendent, has prevented my presenting them in person.

I have, &c.

(Signed) JAMES HUNT.

Inclosure in No. 159.

Commander Hunt to the Secretary to the Admiralty.

Sir,

"*Alecto*," Woolwich, January 15, 1859.

I HAVE the honour to forward you a reply to your letter of the 10th instant, in which I am referred to the extract of a letter from the Under-Secretary of State for Foreign Affairs, dated the 8th of January, in which it is observed that Lord Malmesbury has not yet received an answer to the specific charges made by Mr. Dallas against myself and the officers of this ship. I now, therefore, endeavour to condense in one complete and comprehensive form, a denial of the charges alluded to, and to which I have already replied in communications through you to the Lords Commissioners of the Admiralty.

1. The "*Caroline*" was not a fully and regularly documented vessel according to the American law, or the Law of Nations, for the following reasons, viz. :—

Her register was beyond ten years old. It had not the endorsement on the back of the change of captains. Her articles and crew-list were all in the same handwriting, and not signed by the men individually.

Her clearance had only the word "Merchant" for description of cargo, and "Africa" for destination.

The master had no manifest whatever (a most important document).

2. Her equipment, and the portion of her cargo that was seen, gave the strongest suspicion of her being engaged in the Slave Trade; slave planks and beams being in sight.

3. The master was not subjected to a course of insolent interrogatory, in proof of which there is abundant testimony.

4. The papers were not demanded, but asked for politely, for the purpose of ascertaining her nationality.

5. She was hailed that we wished to speak to her, because when the boat was dropped ahead it could not reach the vessel, which seemed purposely to avoid the boat.

6. Her hold was not violently opened and examined, but the master invited the officers to look in his fore and aft holds; but as both places had been blocked up by powder barrels, they declined to look in them, and some time afterwards on looking under the main hatch, that also was observed to be so carefully and cautiously stowed as to frustrate any attempts to search it, had they been so disposed.

7. The master was not forcibly taken on board the "*Alecto*," but went voluntarily; he was distinctly told by myself that I had no power or authority to take him out of his ship.

8. I also beg emphatically to deny, on the part of myself and officers, that any such low and vulgar insult was or ever has been, offered to a defenceless merchant-ship, as recommending (as it is termed) "to let his colours and papers swim;" but, on the contrary, the American flag has always been treated with respect, and nothing more has ever been demanded than a proof of a right to the flag carried.

9. That the "*Caroline*" was not seized and put in charge of a prize-crew, but taken in tow at the master's own request to Sierra Leone, the port to which he stated he was bound, for the purpose of expediting his voyage and proving his nationality before the American Consul.

10. That the men of this ship were put on board at the master's own request to assist him.

11. That the vessel was not taken to a port that she was not destined for, which was proved by his, the master, Mr. Bradford Gibbs, previous request, and by his entering that port of his own free will, after parting company with this ship, by his declining to be towed to Mataboon when offered a tow to that place, and by his consignees, Messrs. Reader, Isaacs, and Co., being in and belonging to the port of Sierra Leone, and being actually present in person there at the time, as proved by a letter of his Excellency the Governor of Sierra Leone already forwarded.

12. That the vessel was spoken on the 8th of May, at 4:15 P.M., and parted company with this ship at 11:30 A.M. of the 11th, being only two days nineteen hours instead of four days as stated, which is verified by a copy of ship's log and other reports already forwarded.

13. That any language or behaviour of any description suggested, as stated in the accusation, by a consciousness of baffled cupidity and arrogance, is entirely untrue and without the slightest foundation; that in proof of the above it can be shown that Mr. Horace Tufts, Mr. Bradford Gibbs, and all the crew of the "*Caroline*," were during the whole of the affair, and particularly afterwards in Sierra Leone, in constant friendly intercourse with the officers and men of this ship.

In conclusion, I would respectfully add that in all the numerous cases of visiting, boarding, or capturing

vessels under the various flags common to those parts of the coast of Africa on which this ship has been cruising, no angry word or offensive altercation has ever occurred between the officers and crew of the ship under my command and those boarded, and that it is notorious in Sierra Leone, as verified by his Excellency the Governor's letter, that certain British merchants of Sierra Leone, assisted by the liberated negro, Mr. Magnus Smith, are the persons who are urging on, against their will, the owners of the "Caroline" in these unwarrantable accusations.

I have, &c.
(Signed) JAMES HUNT.

No. 160.

Governor Hill to Sir E. B. Lytton.

Sir, *Government House, Sierra Leone, December 13, 1858.*
I HAVE the honour to transmit the copy of a letter addressed by me to Commander Hunt, R.N.; and considering it my duty, I also inclose the Customs entry inwards of the cargo brought to this port in the "Caroline," with the list and prices of the different articles of cargo purchased by Mr. Heddle, including the produce given in exchange.

Mr. Heddle, in purchasing the cargo of the "Caroline," allowed 10*l.* per cent. above the invoice, and I would call attention to the remarks inserted by that merchant in proof that Her Majesty's steam-sloop "Alecto" conferred a pecuniary benefit on the owners of the "Caroline" in towing her to Sierra Leone, where a ready market and return cargo awaited her; and under such circumstances her claim for compensation under this head, made upon Her Majesty's Government by the owners of the "Caroline," cannot in justice be maintained.

I have, &c.
(Signed) STEPHEN J. HILL.

Inclosure 1 in No. 160.

Captain Horace Tufts in account with Charles Heddle.

Dr.

			£	s.	d.	£	s.	d.
1858								
June 21	To 583 dry hides, weighing 5,017 lbs., at 19 cents		192	11	9½			
21	583 lbs. old composition, at 6 <i>d.</i>		14	12	6			
						213	4	3½
22	1,114 dry hides, weighing 10,565 lbs., at 19 cents					418	3	1½
23	1,101 ditto, weighing 10,316 lbs., at 19 cents		408	6	10			
23	2,807 lbs. old junk, at 1½ <i>d.</i>		17	10	10½			
						425	17	8½
25	11 casks and 5 barrels palm oil, containing 1,411 gallons, at 2 <i>s.</i> 1 <i>d.</i> ..					146	19	7
26	1,719 dry hides, weighing 14,331 lbs., at 19 cents.					568	1	2½
26	2,952 lbs. ditto, on June 24, per Lynch and Co., at 19 cents ..		116	17	0			
26	1,090 lbs. composition, on June 17, per Pike, at 6 <i>d.</i>		27	5	0			
						144	2	0
28	31 teeth ivory, above 20 lbs., weighing 860½ lbs., at 6 <i>s.</i> 3 <i>d.</i> ..		268	18	1½			
28	563 ditto under 20 lbs., weighing 2,590 lbs., at 4 <i>s.</i> 2 <i>d.</i> ..		539	13	9			
28	1,460 lbs. gum copal, at 4 <i>d.</i>		24	6	8			
						832	18	6½
29	36 teeth ivory above 20 lbs., weighing 1,315 lbs., at 6 <i>s.</i> 2 <i>d.</i> ..		4	10	18 9			
29	20 ditto under 20 lbs., weighing 93½ lbs., at 4 <i>s.</i> 2 <i>d.</i>		19	9	7			
29	778 lbs. composition, at 6 <i>d.</i>		19	9	0			
						449	17	4
30	816 lbs. ditto, at 6 <i>d.</i>		20	8	0			
30	285 bushels ground nuts, at 1 <i>s.</i> 6 <i>d.</i>		21	7	6			
						41	15	6
July 1	555 lbs. composition, at 6 <i>d.</i>		13	17	6			
1	2,707 lbs. old junk, at 1½ <i>d.</i>		16	18	4½			
1	94 bushels ground nuts, at 1 <i>s.</i> 6 <i>d.</i>		7	1	0			
						37	16	10½
2	301 lbs. composition, at 6 <i>d.</i>		7	10	6			
2	385 bushels ground nuts, at 1 <i>s.</i> 6 <i>d.</i>		28	17	6			
						36	8	0
3	1,388 lbs. old junk, at 1½ <i>d.</i>		8	13	6			
3	238 lbs. composition, at 6 <i>d.</i>		5	19	0			
3	700 bushels ground nuts, at 1 <i>s.</i> 6 <i>d.</i>		52	10	0			
						67	2	6
5	490 ditto, at 1 <i>s.</i> 6 <i>d.</i>					36	15	0

2 F 2

1858						£	s	d.	£	s	d.
July 6	To 706 bushels ground nuts, at 1s. 6d.	..	..	..	..	52	19	0			
6	264 lbs. composition, at 6d.	..	..	..	..	6	12	0			
6	2,409 lbs. old junk, at 1½d.	..	..	..	..	15	1	1½			
									74	12	1½
6	318 bushels ground nuts, at 1s. 6d.	..	..	..	..				23	17	0
8	492 dry hides, 4,577 lbs., at 19 cents	..	..	..	..	181	3	5½			
8	107 cutts, 780 lbs., at 3d.	..	..	..	..	9	15	0			
8	310 lbs. composition, at 6d.	..	..	..	..	7	15	0			
8	18 pieces ivory, 102 lbs., at 4s. 2d.	..	..	..	..	21	5	0			
									219	18	5½
9	2,683 lbs. composition, at 6d.	..	..	..	..				67	1	6
13	726 lbs. ditto, at 6d.	..	..	..	..	18	3	0			
13	67 lbs. ditto, at 6d.	..	..	..	..	1	13	6			
13	365 bushels ground nuts, at 1s. 6d.	..	..	..	..	27	7	6			
									47	4	0
14	319 lbs. composition, at 6d.	..	..	..	..	7	19	6			
14	355 bushels ground nuts, at 1s. 6d.	..	..	..	..	26	12	6			
									34	12	0
17	1 tusk ivory, 50½ lbs., at 6s. 3d.	..	..	..	..	15	15	7½			
17	15 ditto, 109½ lbs., at 4s. 2d.	..	..	..	..	22	16	3			
17	732 lbs. composition, at 6d.	..	..	..	..	18	6	0			
									56	17	10½
19	3,238 lbs. hides, at 19 cents	..	..	..	..	128	3	5			
19	58 lbs. scrivellos, at 4s. 2d.	..	..	..	..	12	1	8			
19	530 bushels ground nuts, at 1s. 6d.	..	..	..	..	39	15	0			
									180	0	1
22	60 teeth ivory, 211 lbs., at 4s. 2d.	..	..	..	..	48	19	2			
	5 ditto, 159½ lbs., at 6s. 3d.	..	..	..	..	49	16	10½			
	400 bushels ground nuts (on 20th) at 1s. 6d.	..	..	..	..	30	0	0			
									123	16	0½
	To brig "Caroline," account transferred	..	..	..	..	54	10	0½			
	To cash paid to you to close	..	..	..	..	1	4	3			
									55	14	3½
	Total								4,302	15	10½

Cr.

1858						£	s	d.	£	s	d.
June 28	By 6 hogsheads tobacco, 9,440 lbs., at 12 cents	..	..	..	..				1,132	80	
28	12 ditto, 19,043 lbs., at 18 cents	..	..	..	..				3,427	74	
28	8 ditto, 15,078 lbs., at 20 cents	..	..	..	..				3,015	60	
28	6 bales brown sheeting, 4,479 yards, at 10 cents	..	..	..	..				447	90	
28	2 ditto, 1,491 yards, at 10 cents	..	..	..	..				149	10	
28	5 cases blue drills, 3,279 yards, at 11 cents	..	..	..	..				360	69	
28	400 kegs powder, 10,000 lbs., at 12½ cents	..	..	..	..				1,250	0	
28	20 barrels flour, at \$8 25 c.	..	..	..	..				165	0	
28	30 barrels bread, 2,742 lbs., at 5 cents	..	..	..	..				137	10	
28	5 casks shingle-nails, 500 lbs., at 4½ cents	..	..	..	..				22	50	
28	6 casks planking-screws, at \$3 50 c.	..	..	..	..				21	0	
28	40,000 feet cedar shingles, at \$4 25 c.	..	..	..	..				170	0	
28	20,000 ~~1886~~ feet lumber and joists, at \$18	..	..	..	..				433	26	
28	150 barrels rum, 5,842 gallons, at 37½ cents	..	..	..	..				2,190	75	
28	131 puncheons ditto, 13,795 gallons, at 37½ cents	..	..	..	..				5,173	12	
									18,096	56	
	Add 10 per cen.	..	..	..	..				1,809	65	
									19,906	21	
28	By 135 oil-casks and 10 casks, heads, and hoops, 27,062 gallons, at 2½ cents	..	..	..	..				744	20	
	Total								20,650	41	
						£	s	d.			
July 5	\$20,000,650 41 c., equal to ..	..	..	..	..	4,302	3	4½			
	8 gallons rum, at 37½ cents ..	..	..	..	..	0	12	6			
						4,302	15	10½			

Examined, O. E., July 28, 1853.

(Signed) HORACE TUFTS.

Remarks by Mr. Heddle.

I believe that the owners of the brig "Caroline" must have realised a considerable profit on the return cargo, for it appears by a letter dated in New York, September 6, 1858, that the greater portion of the hides were sold in Boston at 32 cents (equal to 1s. 4d.) per lb., an advance of about 75 per cent. on the price paid for them here. A profit must also have been made on the pea or ground nuts, as the supercargo of the "Ida," a vessel

belonging to the same owners as the "Caroline," and which arrived here a month later, paid 50 cents (equal to 2s. 1d.) per bushel for his cargo, which, I believe, was intended for the same market.
Sierra Leone, November 30, 1858.

Inclosure 2 in No. 160.

Customs Entry of Cargo of "Caroline."

In the ship "Caroline," of Boston, foreign built, property all foreign, about 172 tons, with 8 men, all foreign and no others besides; Bradford Gibbs, an American, master for this present voyage from Boston.

Tonnage, 12*l.* 18*s.*; light, 2*l.* 3*s.*; harbour, 1*l.* 10*s.* :—Total, 16*l.* 11*s.*

(Inwards, Port of Freetown.)

Consigned to Charles Heddle :—

26 hogsheads tobacco.
 133 puncheons rum.
 157 barrels rum.
 135 oil-shooks.
 10 cask-heads.
 8 bales brown sheeting.
 5 cases blue drills.
 400 kegs gunpowder.
 20,000 feet planks and boards.
 4,000 feet joists.
 40,000 feet shingles.
 20 barrels flour.
 30 barrels bread.
 5 kegs nails.
 6 kegs planking-screws.
 3 cases shoes.
 2 cases boots.
 1 trunk stationery.
 4 boxes ink.
 3 trunks samples.
 5,000 cigars.

Stores :—

6 barrels beef.
 4 barrels pork.
 10 barrels bread.
 2 barrels flour.
 1 barrel potatoes.
 1 barrel vinegar.
 1½ barrels molasses.
 ½ barrel tongues and sounds.
 ½ barrel meal.
 1 tub pickles.

1 cheese.
 ½ box raisins.
 60 lbs. dried apples.
 30 lbs. lard.
 18 lbs. butter.
 18 lbs. soap.
 1 peck peas.
 1 box herrings.
 110 lbs. sugar.
 ½ bushel beans.
 1 gallon fluid.
 1 bag salt.
 6 gallons lamp-oil.
 5 lbs. tea.
 1½ hams.
 2 lbs. spices.
 4 lbs. candles.
 3 lbs. cocoa.
 ¾ gross matches.
 1 barrel varnish.
 1 barrel tar.
 1 barrel asphaltine.
 7 gallons paint-oil.
 2 gallons spirits.
 25 lbs. lead.
 25 lbs. black paint.
 1 tin green paint.
 6 lbs. yellow ochre.
 1½ bott. duck.
 1½ coils rope.
 1 coil spun yarn.
 2 coils merlin.
 5 spare sails.

I do declare that this entry, now tendered and subscribed by me, is a just report of the name of the above-mentioned ship, its burthen, build, property, number and country of mariners, the present master and voyage; and that it further contains a true account of the lading of the said ship, with the particular marks, numbers, quantity, quality, and consignment of all the goods and merchandize in the said ship, to the best of my knowledge and belief; and that bulk hath not been broke, nor any goods delivered out of the said ship since her loading in Boston.

(Signed) BRADFORD GIBBS

Signed and declared, the 17th day of May, 1858, in the presence of
 (Signed) J. MACRAE, *First Clerk, pro Collector.*

No. 161.

Commodore Wise to Rear-Admiral Sir F. Grey.

(Extract.)

January 19, 1859.

COMMANDER CLOSE of the "Trident," the senior officer of the division, since the 11th of October, has visited the Isles de Los and Pongas, to obtain information of slave-trading transactions. Cape Verga was also visited, and Matacong, where Commander Close states that his Kroomen gleaned information which implicated a Mr. Reader as engaged in the Slave Trade.

At Monrovia, Commander Close visited the English brig "Ellen Jenkinson;" she reported that, on the 27th of August, a Spanish steam-brig was towing a schooner with 200 slaves on board; she anchored off Tabon Bereby and Cuvalah, places east of Cape Palmas. The steamer sent a boat alongside the brig to buy cloth, and they called the steamer the "Dosé Amenas."

Sailed for the Pongas on the 22nd, and obtained positive information of slaves and barracoons existing in the neighbourhood of Mrs. Lightbourne's premises, upwards of 700 having been seen all chained and ready for embarkation. "Spitfire" left the Pongas on the 12th December, up to which time the slaves were still there, and she arrived at the Isles de Los the same day, and having undergone a partial refit, was on the point of sailing for the Pongas, December the 16th, and she subsequently appears to have been cruising in that neighbourhood till the 9th of January.

On the 20th December the "Antelope," which had arrived from the Bights, was dispatched to cruise off the Gallinas, and, by last accounts, was anchored at the Sherbro, protecting Mr. Hanson, Her Majesty's Consular Agent, from an attack which is anticipated on the part of the natives.

The "*E. A. Chase*," American barque, suspected of being a slaver, is, it is generally supposed, only waiting a chance to ship at Porto Seguro; or, it is not improbable that if no such opportunity offers, she will proceed to the South Coast. When the "*E. A. Chase*" was last seen, she was employed hoisting in casks, said to be palm oil, but believed to be water.

There are large numbers of slaves at Banda Point, but as the coast is so strictly blockaded, the Portuguese in charge of them had returned to Punta da Lenha.

I have much pleasure in communicating the capture of the American slaver "*Brothers*," by the United States' corvette "*Marion*," off Mayumba, early in October. She was provided with American papers and colours, and has been sent to Charlestown, United States, for adjudication. I have also to communicate the capture of the American barque "*Julia Dean*," at Accra, by the United States' corvette "*Vincennes*;" she has been sent to New York for trial, in consequence of the informality of her papers. In addition to the case of the "*Ellen*," two other slavers have escaped, the "*Wanderer*" yacht, whose advent on the coast I have reported, and a brig, said to be Spanish, from the immediate vicinity of Red Point; the last vessel was most probably American, as the natives generally call United States' vessels Spanish, owing to the number of Spaniards forming the crew. The "*Wanderer*," it is said, shipped her cargo of 350 slaves at Marques Grande, north of Ambriz; she was chased by the United States' corvette "*Vincennes*" immediately afterwards, but escaped in safety.

The "*J. W. Reid*," American barque, is at present up the Congo at Punta da Lenha, and will of course sail with her slaves when most convenient, as, her papers being correct, we have no authority to molest her. The Slave Trade is flourishing, with every prospect of its continuing so.

No. 162.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"*Vesuvius*," Sierra Leone, January 15, 1859.

WITH reference to their Lordships' letter of the 12th November, 1858, on the subject of a complaint made by the Spanish Government of the conduct of the officers of certain of Her Majesty's ships on the coast of Africa, towards the Spanish brig "*Don Juan*," I have the honour to inclose for your information a copy of my letter of the 13th September, 1858,* to the Commander-in-chief, giving cover to the reports of the several officers who had boarded the "*Don Juan*." By these reports you will observe that the instructions regarding the visitation of Spanish vessels have been adhered to, and that the incivility was entirely on the side of the master of the "*Don Juan*," who, on the night of the 31st December, 1857, conducted himself in a manner so offensive and insolent towards an officer of Her Majesty's ship "*Antelope*," as to make me feel convinced, that if the circumstances were brought before the Spanish Government, he would receive the punishment his conduct justly merits.

I have, &c.

(Signed) CHAS. WISE.

* Inclosure 1 in No. 153.

No. 163.

Commodore Wise to Rear-Admiral Sir F. Grey.

Sir,

"Vesuvius," Sierra Leone, January 16, 1859.

I HAVE the honour to inclose, for your information, an extract of a report from Commander Aplin, of the "Hecla," conveying the intelligence of two late shipments of emigrants from the depôt of M. Régis, in Loango. For the last six months, the agents of M. Régis have made the most vigorous efforts to procure slaves for their barracoons and establishments at Punta de Lenha and Pirates' Creek, in the Congo, and Loango, on the coast.

From all accounts, I consider that a total of about 6,000 emigrants have been shipped, or are on the point of immediate shipment, from this coast, to the close of 1858, and great preparations are being made for the present year. These facts are in opposition to existing rumours, that the system was about to be given up.

At the Gallinas, the "Phoenix," of Nantes, M. Chevalier, captain, was receiving emigrants, but was warned off the coast by the Liberian Government. I inclose, for your information, a letter from the Secretary of State for the Republic of Liberia on the subject.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 1 in No. 163.

The Secretary of State, Monrovia, to Commodore Wise.

Sir,

Department of State, Monrovia, November 15, 1858.

THE French emigration scheme for the procurement of labourers for the French Colonies, as hitherto prosecuted on the Liberian coast, has caused this Government much unpleasant anxiety. It has been carried on in contravention of the laws of Liberia, and against the most urgent remonstrances of the Liberian Government.

A French vessel, the "Phoenix," M. Chevalier, master, has just returned to this coast in continuance of this system, and through the kindness of Commander Hunt, of Her Majesty's sloop "Alecto," the Government has been afforded an opportunity of communicating with M. Chevalier, and of requiring of him to cease his operations on our coast in opposition to the laws.

As the Commodore commanding the French naval forces is expected to arrive here in a few days for the discussion and adjustment, it is said, of matters in connexion with the "Regina Coeli," the President of Liberia has directed me to communicate with you, and to express the hope that you will make it convenient to be in this neighbourhood on his arrival, so as to take cognizance of whatever may transpire, and to afford him your advice and support.

I have, &c.
(Signed) J. N. LEWIS.

Inclosure 2 in No. 163.

Commander Aplin to Commodore Wise.

(Extract.)

"Hecla," December 8, 1858.

FRENCH immigration establishments on the South Coast of Africa are flourishing; ship-loads of blacks are being sent from Loango and the establishments in the Congo.

In the Congo a barque and a large two-decked ship are waiting their cargoes.

Three weeks since a barque left Loango with 700 on board, and as I write (December the 8th) the barque "Vandyck," of Marseilles, is waiting for her cargo, of whom some 500 are now waiting in the factory there.

The Frenchman, apparently in charge of the barracoon, told an officer of this ship he regretted he could not ask him in, as not any one was permitted to view the establishment.

Shortly after a number of boys (about 13 years of age) came out for the purpose of washing their dishes, &c., at the sea-side. These boys had rope collars, with an eye in them, round their necks; some of them iron collars, in charge of a blackman armed with a whip to keep them in order.

Out here not any one has been able to discover any difference in the way that the professed slave-dealers and the agents of the French Government obtain blacks for exportation.

No. 164.

Lieutenant Simpson to the Senior Officer, Coast of Africa.

Sir,

"Pluto," of Magna Bona, December 11, 1858.

HEREWITH I beg to inclose the boarding-officers' report of having boarded the American barque "Panchita," on the evening of the 11th of December. Her

register was examined and appeared to be correct; but I consider the vessel to be very suspicious, from the inability of the master to give any information as to his intended movements, excepting that he was going to try and trade anywhere along the coast, from Ambriz north.

She was not detained or molested, and no complaint was made by the master or any other person on board, nor did the master wish any notation made in his log.

Finding it would have been impossible for a boat to go alongside her at the rate she was going, I fired a blank gun to bring her to. My reason for boarding her was on account of her standing directly in from seaward for Magna Bona, a noted slave-station.

I have, &c.
(Signed) C. B. SIMPSON.

Inclosure in No. 164.

Report.

At 6-25 P.M., on the 11th of December, 1858, off Magna Bona, boarded the American barque "*Panchita*," of New York, P. R. Stanhope, master; examined her register, and, finding it correct, did not detain or molest her.

No complaint was made by the master or any other person on board, nor did the master wish any notation made in his log.

(Signed) C. B. SIMPSON, *Lieutenant-Commander.*
JOHN HAY, *Assistant Paymaster, in charge.*

No. 165.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"*Vesuvius*," off the Pongas, February 2, 1859.

INCLOSED I have the honour to forward the copy of a letter addressed by me to the Commander-in-chief, reporting on the progress made towards the suppression of the Slave Trade on the West Coast of Africa, during the course of the year ending the 31st of December, 1858; and have the honour to request you will be pleased to lay the same before the Lords Commissioners of the Admiralty.

I have, &c.
(Signed) CHAS. WISE.

Inclosure 1 in No. 165.

Commander Wise to Rear-Admiral Sir F. Grey.

(Extract.)

"*Vesuvius*," *Sierra Leone*, January 20, 1859

IN reporting to you the progress made towards the suppression of the Slave Trade in the year 1858, I have no new remarks to offer regarding the mode in which it is conducted.

The American flag continues to cover this disgraceful Traffic, and does so more openly than in the year 1857, for in that year the papers in many cases proved to be palpable forgeries, while in 1858 the slavers' registry and principal papers were genuine in, I think, every instance.

In spite of these circumstances, so favourable to the slave-dealers, I have much pleasure in reporting that their speculations, although successful to an unprecedented extent, have been limited as far as the number of ships dispatched for slaves is concerned, in comparison to the number arriving on the coast in 1857. This I attribute to the seizure made by the Spanish authorities at Havana, of vessels fitting out at that port for the coast of Africa. The "*Lyra*," barque, "*A. C. Perkins*," brigantine, "*Nancy*," brig, and others, were all seized, shortly before sailing for this coast; and I consider that if the Spanish Government can be induced or compelled to continue this praiseworthy course, of capturing slavers fitting out in their ports, and breaking up the Slave-Trading Companies that have been so openly established in Havana, the most beneficial results must follow, and the nefarious Traffic receive a severe check.

By the inclosed report of vessels captured in 1858, you will observe that 14 slavers, all empty, have been taken, against 20 the previous year. One of these vessels, the "*Brothers*," an American brig, was, I am happy to say, captured by the United States' corvette "*Marion*," and sent to Charleston for adjudication. The United States' corvette "*Vincennes*" captured a second vessel, the American barque "*Julia Deane*," then lying in British waters at Accra, and sent her to New York for trial, in consequence of the informality of her papers. The remainder were taken by Her Majesty's cruisers.

5. By the report of vessels which have succeeded in leaving this coast with cargoes, you will observe that twelve have escaped with about 7,450 slaves, against twelve with 7,050 in the year 1857. This statement is, I fear, much under the truth, as several vessels, such as the barque "*General Green*," and the schooner "*Austin*," sailed in company with the captured brig "*Brothers*," from Havana, and have doubtless shipped and

escaped in safety. The brig "*Juliet*" also sailed for the coast, and a vessel in every way answering her description was chased by Her Majesty's ship "*Triton*" for nineteen hours, the brig being then on a course to Cuba, no doubt with slaves on board. The barque "*Nancy*," of 400 tons, is another vessel known to have sailed for the South Coast, and many others. Finally, I expect, in the course of some weeks, to receive reliable information that will prove that fifteen or sixteen slavers, and upwards of 10,000 slaves, left this coast in 1858.

This statement will prove that in all the annals of Slave Trade the year 1858 will have been the most successful. Thousands of pounds must have been acquired by those interested in the Traffic, and never was the system better organized or more systematically carried out.

Of the twelve vessels known to have escaped with slaves, five were repeatedly visited and well known to be slavers. The hatches of the "*Venus*" and "*Ellen*" were lifted, a slave-deck and complete fittings were discovered, but their papers were genuine, and the vessels cruized about without molestation. It is reported and generally believed that the "*Ellen*," having at the time her cargo cooped up and dying under close-cocked hatches, passed Her Majesty's ship "*Medusa*," anchored in the Congo, and though the stench on boarding indicated her cargo, yet the American flag afforded the necessary protection, and she sailed for Cuba.

The "*Wanderer*," yacht, was another case. It may have come to your notice that this vessel was detained at New York under suspicion of being a slaver. She was released for want of proof, and subsequently sailed for Trinidad, commanded and owned by a wealthy American, a slave-owner of South Carolina, called Corrie, by whose particular wish her papers were carefully inspected and found to be without a flaw. Mutual civilities passed between this gentleman and the officers of the "*Medusa*." The farce of the "*Wanderer*" being a pleasure yacht was, in a manner, confirmed by her beautiful appearance, accommodation, and fittings, and by the yachtsman's uniform worn by the owner and his men. However, when Mr. Corrie had completed his arrangements he sailed from the Congo, and in the neighbourhood of Marques Grande, South of Maheo Head, shipped 350 slaves, and, after a chase by the United States' corvette "*Vincennes*," escaped in safety.

The "*Wanderer*," it is said, brought out money to the amount of many thousand pounds, to provide slaves for the year 1859, and pay for some already shipped.

The most extensive preparations are being made for vigorously conducting the Slave Trade during the present year. The slave-dealers can afford to provide their vessels with genuine papers, and Her Majesty's cruisers are rendered next to useless on the coast, so far as the suppression of the Slave Trade is concerned.

On the North Coast of late years the Slave Trade has not been very formidable; as in the Bights, legal commerce is rapidly superseding it.

The principal slave-dealers are Madame Lightbourne and a man called Faber, both living in the Pongas. They possess many slaves, and extensive barracoons. I am of opinion that if these people were expelled from the river, the Slave Trade from that neighbourhood would become extinct.

The next station for slave-trading on the North Coast is at present the Gallinas; the Chiefs in that neighbourhood have lately re-opened the Traffic by selling blacks to the French emigrant-vessels "*Orion*," "*Regina Coeli*," and "*Phoenix*." The Liberians, however, claim sovereignty over these Chiefs, and the President of the Republic had made a requisition for an English man-of-war to convey Liberian troops up the Manna river, to punish their subjects who had engaged in the Slave Trade contrary to their Treaty engagements with Her Majesty's Government; the Liberians are bound to this by their Treaty of Friendship and Commerce with Great Britain.

Under the head of Legal Slave Trade, or French Emigration, as I have from time to time reported the information I have received of its progress, I need not again enter into the subject, except to repeat that there is no appearance of an intention to give it up, but, on the contrary, permanent barracoons and establishments are being erected in the Congo, and slaves are cheap, and easy to be procured.

Inclosure 2 in No. 165.

Return of Vessels engaged in the Slave Trade, captured on the West Coast of Africa, during the Year 1858.

Name of the Vessel.	Supposed Owners.	What		Where belonging.	Lost from.	Place where slaves were to have been shipped.	No. of slaves to have been shipped.	Nature of Cargo.	Remarks.
		Rig.	Colours.						
Wintermoyah	A Company	Schooner	American, destroyed by Master	Fishing, United States	Havana	Unknown	500	Rum, plant, water, and slave-coppers	Captured by boats of "Conflict," at Ponta da Lemba, February 27, 1858.
Almeida	Ditto, at St. Jago de Cuba	Barque	Ditto	New York	St. Jago de Cuba	Red Point, South Coast	800	Slave-deck, water-coppers, and provisions	Captured by "Conflict" off Red Point, March 13, 1858; captain and crew on shore arranging about cargo of slaves.
Robt. M. Charlton	A Company	Brigantine	Ditto	Ditto	Havana	Between Black Point and Lougo	800	General, slave-deck, coppers	Captured by "Motus" off Kilongo, March 22, 1858. Two crews, one American, one Spanish. Her captain conveyed 600 slaves in 1857.
Minnetonka	Ditto	Barque	Ditto	Ditto	Cardenas, in Cuba	Twelve miles south of Black Point	900	Fully equipped for Slave Trade	Captured by "Heron" 18th April, off Black Point, South Coast: the "Minnetonka," in November 1857, conveyed 970 slaves from East Coast of Africa.
Unknown, supposed to be St. Olaf	Unknown	Topsail Schooner	None	Not known	Havana	Cape Yerga, North Coast	400	Slave-deck, provisions, coppers, and water	Captured by "Alecks," at anchor off Cape Yerga, North Coast
General Scott	A Company	Fore and Aft	American, destroyed by Master	New York	Ditto	Cabenda	800	Ditto	Captured by "Teaser" at sea, on 6th May, in latitude 5° 35' 40" south, longitude 50° 40' 45".
Lydia Gibbs	Ditto	Ditto	Ditto	Ditto	Ditto	Between Agway and Pogoo	800	Ditto	Captured by "Trident," in Eighty, May 20, 1858.
Angelina	Rogers, Havana	Topsail Schooner	Ditto	Prospert, New York	Ditto, four months on passage	Malamba	800	Deck lard, coppers, water and rum	Captured by "Conflict," on South Coast, on 18th June, 1858, in latitude 5° 55' south, longitude 11° 58' east.
St. Andrew	Said to be Chas. Berkeley of Charleston	Barque	Ditto	Charleston, United States	Havana	In the Congo	800	Rum, plank for slave-deck, water, and provisions	Captured by "Viper," off the Congo, June 19, 1858; transferred at Havana without registry or papers being renewed.
Governor Paris	A Company	Ditto	Ditto	Portland, United States	Ditto	Killongo	800	Ditto	Captured by "Heron," when on the point of shipping, July 3, 1858.
Mary Elizabeth	Ditto	Brigantine	Ditto	New Orleans	Ditto	Congo	800	Ditto	Captured by "Heron," off Black Point, July 11, 1858.
Kate Helen	Ditto	Fore and Aft	Ditto	Unknown	Matanzas, Cuba	Killongo	500	Slave-deck, coppers, provisions, and water	Captured by "Viper," September 16, 1858, having been deserted by her crew when chased.
Rufus Soule	Ditto	Brigantine	Ditto	Ditto	Ditto	Banda Point	500	Ditto	Captured by "Viper," 11th October, when about to ship at Banda Point.
Brothers	Ditto	Brig	American	New York (?)	Havana	Mayumba	500	Ditto	Captured by United States corvette "Marion," and sent to Charleston for adjudication.
Julia Deane	...	Barque	Ditto	...	...	...	...	General	Sent to New York by United States corvette "Vincennes," in consequence of the informality of her papers; supposed to be engaged in Slave Trade.

Total Number of Vessels captured between the 1st of January and 31st December, exclusive of "Julia Deane," ... 14 capable of containing 8,400 slaves.

(Signed)

CHAS. WISE, Commodore and Senior Officer, West Coast of Africa.

Inclosure 3 in No. 165.
RETURN of Slavers escaped from West Coast of Africa during the Year 1858.

Vessel's Name.	Supposed Owners.	What			Where belonging.	Lost from.	Place where slaves were shipped.	No. of Slaves.	Remarks.
		Rig.	Colour.	Tonnage.					
Mechant ...	A Company ...	Schooner ...	American ...	About 150	New York ...	Havana ...	Neighbourhood of Mayanaba	600	Escaped in February, 1858. Boarded by "Condor" off Corisco, December 17, 1857.
A brig, name unknown, Senor Muequillo, master	Ditto ...	Brig ...	Ditto ...	260	...	Ditto ...	Longo Banda ...	800	Escaped in March 1858.
Telegraph ...	Drinkwater and Co., Havana	Brigantine ...	Ditto ...	190	Havana, purchased in United States	Ditto ...	South Coast ...	About 700	Escaped in June 1848. This vessel also conveyed a full cargo in 1857.
Pulpan ...	A Company ...	Ditto ...	Ditto ...	197	Ditto ...	Ditto ...	Kilbo River, June 1858	About 600	Chased by "Heron" and boats, but escaped. She also escaped in 1857 from the "Higley," and has at length been captured with her last cargo on board, by the United States' sloop of war "Dolphin."
Wm. Montague ...	Ditto ...	Ditto ...	Ditto ...	167	Sold at Havana	Ditto ...	Kilengo ...	500	In June 1848.
Blooming Youth ...	Ditto ...	Schooner ...	Ditto ...	118	United States ...	Ditto ...	Ditto ...	400	Escaped in June 1848.
Trovador ...	Messrs. Cunha Reis and Co., New York	Ship ...	Ditto ...	1,300	New York ...	Ditto (f). New York (?)	Ditto ...	1,300	Ditto in July 1848.
Charlotte ...	Messrs. J. and G. del Pignatieri, New York	Brig ...	Ditto ...	253	Ditto ...	New York ...	Paya dos Pescadores...	250	Ditto ditto.
Ellen ...	Senor Rinaldo, New York	Brigantine ...	Ditto ...	170	Ditto ...	Ditto ...	In the Congo ...	240	Escaped in September 1848; said to have been boarded by the "Medusa," when slaves were on board.
Vegas ...	A Company ...	Barque ...	Ditto ...	250	New Orleans ...	Havana ...	Neighbourhood of Snake's Head	200	Escaped September 11, 1848.
Wanderer ...	M. Corrie, South Carolina	Yacht, fore and aft	Ditto ...	240	New York ...	Trinidad, West Indies	Marques Grande ...	240	Escaped in October, chased by United States' corvette "Vincennes," in sight of "Medusa's" boats.
Name unknown ...	...	Brig ...	Ditto ...	...	...	Havana ...	Red Point ...	600	Information from natives; said to have escaped the 1st or 2nd December.

Total Number of Slaves known to have escaped from the West Coast of Africa between 1st January and 31st December, 1858 ... 13 containing 7,440 slaves.

N.B.—Four others supposed to have escaped with 3,500 slaves; no certain information yet received.

(Signed) CHAS. WISE, Commodore and Senior Officer, West Coast of Africa.

No. 166.

Commodore Wise to the Secretary to the Admiralty.

Sir,

"Vesuvius," Sierra Leone, February 18, 1859.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Benjamin Campbell, Esq., Her Majesty's Consul at Lagos, stating that Kosoko was employed preparing for an attack on that town, where slave-trading influence had much increased. I also forward a petition from the King and chief merchants of Lagos, representing that if the "Brune" is withdrawn from that neighbourhood, an attack will inevitably follow, and they will be left entirely without protection.

In pursuance of their Lordships' instructions, the "Brune" has been ordered out of the lagoon; but I must avail myself of this opportunity to point out to their Lordships the immense protection she afforded to the rapidly-increasing commerce of the neighbourhood. There is little doubt, that if the Slave Trade is revived in the Bights, as in 1857, Kosoko will attempt to seize Lagos; and that it will revive this year is certain, from the fact of there being so little check on the American slave-dealers, who, in nine cases out of ten, make their arrangements, and ship their slaves with impunity. In fact, within the last few weeks, what I anticipated has proved to be the case; two slavers have been captured in the Bights, two are awaiting cargoes, and one, said to be the "*Tyrant*," brigantine, of New York, escaped with 600.

Under these circumstances, and to preserve British life, property, and trade, I consider I am justified in suggesting that the "Brune" should remain within Lagos Bar, manned by her present crew of Kroomen.

I have, &c.

(Signed) CHAS. WISE.

Inclosure 1 in No. 166.*Consul Campbell to Captain Sanderson.*

(Extract.)

Lagos, February 4, 1859.

SHORTLY after my return to my post, it became evident to me that Slave Trade influence in this neighbourhood had greatly increased; and that the great representative of that Trade, Kosoko, having increased the number of his partizans, even in the town of Abbeokuta, where English influence was considerable, was preparing to disturb the peace and commerce of Lagos. He has, by his influence and bribes, prevailed on the King of Jaboo to prohibit any palm oil from being carried to the large markets in his territory on the lagoons, and for some time past, slaves only have formed the saleable productions brought to these markets, to the great loss of the mercantile community of this place, and of the port of Palma; their vessels having been detained several months, unable to obtain cargoes. Three days since, an intelligent slave of Kosoko's made his escape, came to Lagos, and informed King Docemo of the active preparations being made by Kosoko for making a hostile visit to Lagos. King Docemo sent this man to me to relate what he saw and knew of the matter. Although this man's statement corroborated the information brought to me the day before by the intelligent messenger I always send to the market of Icorrodoo to watch the progress of Slave Trade there, I thought it better to wait further confirmation before I brought the matter before you officially.

I last evening received full confirmation of the preparations being made by Kosoko. It therefore becomes my duty to submit to you the propriety of the "Brune" being efficiently manned, and that the Commander be then directed to take up such a position in the Lake Icorrodoo as will command the approach to Lagos from Epé, and so deter Kosoko from making any hostile attack on this place.

Inclosure 2 in No. 166.*The Merchants resident at Lagos to Consul Campbell.*

Sir,

Lagos, February 3, 1859.

THE undersigned merchants and residents in Lagos having heard the "Brune" is ordered out of the river, beg you will represent to the Commodore the serious injury that will result to the trade of this place and neighbourhood should she be taken away. If her absence did not actually induce an attack on the town, it will throw the natives here, who all believe such would be the case, into such a state of alarm that all business would be at an end.

Reports are already rife that Kosoko means to take advantage of the "Brune's" absence to make an attack on this place, which, without assistance, is quite unable to resist him. We therefore hope, on proper representation being made to the Commodore, he will allow the "Brune" to remain in the river.

We are, &c.

(Signed by 15 merchants of Lagos.)

Inclosure 3 in No. 166.

Petition.

To the Commodore Wise.

Honoured Sir,

THE King of Lagos presents his best regards to the Commodore, and hopes he is in good health.

The King is very sensible of the great influence which Her Majesty's ship of war has on all the surrounding people. The "Brune" is both a terror and a check to all around; and should the "Brune" be removed from Lagos river, as the King has been led to understand, all the neighbouring people who prefer the Slave Trade to lawful traffic will embrace the opportunity, and do all they can to hinder all the people who come from different parts to trade at Lagos. The King begs leave to ask the Commodore to continue the "Brune" in the river, or any other ship in her stead.

At the present the people of Lagos, and the emigrants, are cultivating a large portion of land in peace, which had not been the case for many years at Lagos. But should the "Brune" be removed from the Lagos river, there would be no safety in the farms and at the Korodu market; the Ejirin market has been unjustly claimed by restless Kosoko, so that now no one from Lagos might go to that market.

Lagos, January 31, 1859.

No. 167.

Commander Courtenay to the Secretary to the Admiralty.

Sir,

"Conflict," River Congo, December 15, 1858.

I HAVE the honour to report that this morning I observed a barque, under United States' colours, entering the River Congo.

Perceiving from her name that she was not one of the usual traders to this river, I thought it probable that she had assumed that flag to cover illegal traffic; I therefore proceeded on board without bringing her to, accompanied by Mr. Kelly, midshipman. Having discovered by her papers that she was entitled to wear the United States' flag, and was called the "J. W. Reid," of New Orleans, I quitted her at once.

The captain made no complaint.

I have, &c.

(Signed) R. W. COURTENAY.

No. 168.

Captain Sanderson to the Secretary to the Admiralty.

Sir,

"Archer," Lagos, February 5, 1859.

I HAVE the honour to inform you that, in consequence of information I received from the mail-steamer "Armenian," on the 8th ultimo, I proceeded in Her Majesty's ship under my command to the Brass River, off which place I arrived on the evening of the 11th.

The following morning I took the whale-boat and two cutters into the river, and at some distance above the merchant-vessels, I found a brig without any name, colours, papers, or crew, but fully equipped for the Slave Trade, having on board 160 leaguers of water, a slave-deck partly laid, and with slave-coppers; I at once seized her, and, taking her out of the river the same evening, anchored her for the night near the "Archer." I was informed that her provisions, stores, anchors, boats, and most of her sails, had been taken by the natives, and I found most of her running rigging cut and destroyed.

I towed her to this place, which I reached on the 16th ultimo, intending to send her to Sierra Leone for adjudication, but, after having had a survey held upon her by the officers of this ship, I found her equipment so deficient that I could not with safety send her to sea without crippling the resources of my own vessel by supplying her with sails, ropes, boats, anchors, &c.

I therefore determined upon sinking her, and having towed her out of sight of land, into deep water, on the morning of the 4th instant, I exercised my crew a general quarters firing at her with shot and shell, and destroying her.

I have, &c.

(Signed) T. SANDERSON.

EAST COAST OF AFRICA STATION.

No. 169.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.)

"Boscawen," in Simon's Bay, July 2, 1858.

I HAVE received from Commander Oldfield, of the "Lyra," a report of his having captured a Portuguese dhow, with slaves on board, on the 20th of May, and that he had arrived at Natal with Mr. Consul McLeod, who had struck his flag at Mozambique, and that it was his intention to sail for the Mauritius on the following day (June 10).

He had left Lieutenant Harris in charge of the slaves at Natal, to proceed to Table Bay by the steamer.

The steamer from Natal, due on the 17th instant, has not yet arrived, and I am still, therefore, uninformed as to the details of Mr. McLeod's proceedings.

No. 170.

Commander Gordon to Rear-Admiral Sir F. Grey.

(Extract.)

"Hermes," Simon's Bay, August 11, 1859.

I HAVE the honour to report, that after your departure from the port on the 27th ultimo, the French brig of war "Nisus" arrived in tow of Her Majesty's steam-vessel "Lyra."

On the 3rd instant, the Commander of the "Nisus" sent me the accompanying letter respecting the boarding of a French vessel near Mozambique, by Her Majesty's steam-sloop "Lyra," and the "Nisus" sailed for Brest on the following day.

The "Madagascar" arrived from Natal and Algoa Bay on the 5th instant; and the next day Lieutenant Harris reported himself to me, bringing despatches from the "Persian" and "Lyra," and in charge of slaves captured by the latter.

Inclosure in No. 170.

The Commander of the French brig of war "Nisus" to Rear-Admiral Sir F. Grey.

Amiral,

"Nisus," Simon's Bay, le 3 Août, 1858.

LES sentiments de cordiale entente qui existent entre la France et l'Angleterre me donnent la certitude que vous accueillerez avec l'intérêt qu'elle mérite la réclamation que j'ai l'honneur de vous adresser relativement à un fait qui intéresse l'honneur du pavillon de Sa Majesté l'Empereur. La corvette "Lyra," de Sa Majesté la Reine, pendant la nuit du 10 au 11 Mai (à la de Mozambique), aurait accosté le trois-mâts Français "Maria Celine," en lui envoyant, étant bord à bord, deux coups de canon; bien que le capitaine affirme lui avoir crié à haute voix sa nationalité, un officier Anglais et des matelots armés seraient montés à bord pour effectuer la visite. Le lendemain la "Lyra" aurait encore laissé porter sur la "Maria Celine," et le même officier serait de nouveau venu opérer une seconde visite malgré les protestations du capitaine.

Si les circonstances consignées dans le rapport qu'on m'adresse sont exactes il y a lieu, Amiral, d'appeler votre attention sur un fait que nous ne saurions accepter.

Comme vous le savez, Amiral, il n'existe actuellement entre l'Angleterre et la France aucun Traité permettant aux bâtiments de la marine Britannique d'exercer le droit de visite sur les navires Français, placés uniquement sous le contrôle et la police du pavillon de Sa Majesté l'Empereur.

Des ordres impératifs nous ont été donnés à cet égard; je croirais manquer à mon devoir si je n'appelais votre attention sur la conduite du commandant de la "Lyra." C'est avec la plus vive satisfaction, Amiral, que je porte à votre connaissance l'accueil plein de courtoisie du Commandeur Gordon, qui a mis avec empressement à ma disposition les ressources de l'Arsenal de Simon's Bay.

Veuillez bien agréer, Amiral, avec mes remerciements pour l'obligeance vraiment extrême dont vous avez usé envers moi à mon arrivée sur cette rade, l'assurance du profond respect avec lequel j'ai, &c.
(Signé) C. THIERRY.

No. 171.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.)

"Boscawen," Mozambique, October 19, 1858.

ON the 20th May, the "Lyra" captured the Portuguese dhow "*Flor de Moçambique*," having on board 4 slaves, and, as the dhow was unfit for the voyage to the Cape, Commander Oldfield destroyed her, and landed her crew on the Bazaruto Islands.

On the 11th July he sailed for Johanna, where he arrived on the 26th, and found the French brig-of-war "*Génie*," and steam gun-boat "*Labourdonnais*."

Commander Oldfield received a letter from the Commander of the "*Génie*," complaining of the boarding of the French brig "*Alfred*" by the "*Persian*."

Commander Oldfield, during his stay, in an audience with the King, supported the remonstrance of Mr. Sunley, Her Majesty's Consul, against the Slave Trade carried on by the Johanna dhows.

On the 29th July, he put to sea, and, cruising among the islands, captured two dhows belonging to Johanna, and one Arab dhow; but, at the request of Mr. Sunley, released one of the former.

After visiting Pomony harbour, on the 1st August, he sailed on the 2nd, leaving his pinnace to watch the Comoro Islands, and anchored on the 8th August off Angoxa.

Leaving a whale-boat to watch this coast, Commander Oldfield then crossed with the intention of visiting Boyanna Bay, but, the wind not allowing him to do so, he called on the 16th off Pomony, where he was rejoined by the pinnace, which had destroyed another slave dhow that had run on shore to avoid capture.

Off Pomba Bay, on the 18th, he picked up his cutter, which had visited the different ports between Mokamba and Pomba, only meeting a French brig embarking negroes to the northward of Conducia Bay.

On the 21st August, Commander Oldfield anchored off Angoxa, and the events which took place there occupied him till the 10th September.

During this interval, he captured the Portuguese schooner "*Esperança*," and sent her to Pomony Harbour, in the Island of Johanna. The capture of this vessel and of the "*Flor de Moçambique*" have been protested against by the Governor-General.

On the 11th September, Commander Oldfield arrived at Mozambique, and sailed again on the 18th for Quillimane. On the 21st, arrived off this bar, which was not passable, and on the 24th bad weather compelled him to go to sea.

He then visited Boyanna, Bembatooka, and Rafalla Bays, in Madagascar, destroying near the former another slaving dhow, which, on being chased, ran on shore in trying to enter Boteler River.

No. 172.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," Mozambique, October 16, 1858.

IT is with great regret that I have to forward to the Lords Commissioners of the Admiralty, copies of a correspondence that has passed relative to the boarding of French vessels by the "*Persian*" and "*Lyra*."

As I have not yet fallen in with the "*Lyra*," I am unable to forward by this opportunity any explanation of the two cases in which she is concerned.

The case of the "*Alfred*" boarded by the "*Persian*," is, I regret to say, one of those in which the indiscretion of the Commanding Officer of our cruiser has given just cause of complaint to the French authorities, and their Lordships will perceive that I have informed Commander Chads that by his act he has incurred my most marked disapprobation.

Their Lordships will also perceive that I have acquainted the Governor of Bourbon with the result of my inquiry, and I trust that no unpleasant consequences will arise from this imprudent act of Commander Chads.

I have, &c.
(Signed) FRED. WM. GREY.

Inclosure 1 in No. 172.

The Governor of Réunion to Rear-Admiral Sir F. Grey.

M. l'Amiral,

St. Denis, le 24 Septembre, 1858.

APRES les communications verbales que je vous ai faites vous m'avez demandé une note sur les actes qui se sont passés dans le Canal Moçambique et les visites faites à bord de quelques uns de nos navires. J'ai l'honneur de vous l'adresser conformément à votre demande.

M. le Consul de France à Zanzibar m'informe que dans la nuit du 10 au 11 Mai, le bâtiment de Sa Majesté Britannique la "Lyra" a forcé la "Marie et Celine," de Marseille, à mettre en panne, à visiter ce bâtiment. Le lendemain, au petit jour, la "Lyra" a de nouveau envoyé à bord sous prétexte qu'on parlait Anglais ; ce fait a été inscrit sur le journal de la "Marie et Celine," par l'officier qui l'a accompli.

Le Consul de France de Zanzibar a rendu compte au Gouvernement Français. Sur la rade d'Anjouan le 28 Mai le navire "l'Alfred" vint mouiller.

Lorsque la corvette le "Persian" envoya demander à visiter le navire, le capitaine s'y refusa : il fut menacé d'être capturé s'il n'obéissait ; le capitaine continua à s'y refuser et déclara qu'il amènerait son pavillon si on l'y forçait, abandonnant le navire pour le compte du capture.

Cette tentative n'eut pas d'autre suite, et "l'Alfred" partit le lendemain malgré la menace qui lui avait été faite de l'arrêter.

Le Commandant Mocquet, du brig de guerre Français le "Génie," a rencontré à Moçambique le "Persian," il a demandé des explications sur le fait qui s'était passé à Anjouan. Le Commandant du "Génie" se plaint du Commandant du "Persian," il a eu d'abord beaucoup de peine à le voir, et ensuite sa visite ne lui a été rendue que parcequ'il l'a exigé.

La "Lyra," le 8 Août, a rencontré à Angoxa le navire Français "l'Eléonore," il a envoyé une embarcation à bord demander les papiers quoiqu'il y eut sur rade le steamer de guerre Français le "Bourdonnais." Le Capitaine Yoes, du "Bourdonnais," se rendit à bord de la "Lyra," aussitôt qu'il vit le canot Anglais aller à bord de "l'Eléonore." Il fit observer au capitaine de la "Lyra" qu'il pouvait mieux que personne donner les renseignements qu'on allait demander ; il y eut entre ces deux officiers quelques paroles très vives d'échangées et une protestation fut faite par M. Yoes contre tout droit de visite.

Ces faits ont jeté ici une grande inquiétude.

Je suis heureux que votre arrivée sur cette rade, que la franchise de vos paroles m'aient permis de dire que ces officiers avaient agi contre vos ordres ; la population a été rassurée : je le dis à la certitude que j'ai donnée que jamais pareils faits ne se reproduiraient.

Vous les interdisez ; vous y êtes opposé : j'ai toute confiance dans la loyauté de votre caractère.

De mon côté, soyez assuré que je ferai la police de nos bâtiments ; si les faits coupables ont lieu ils seront punis par la sévérité de nos lois.

Vous savez les instructions que j'ai reçues de Son Altesse Impériale, et nous ne transigerons pas avec des coupables.

Permettez-moi d'ajouter un mot. J'ai le plus grand désir de régulariser les engagements de travailleurs : l'Inde nous est fermée, et je voudrais pouvoir sur la côte d'Afrique, à Mozambique, ou à Zanzibar, là où il y a une autorité constituée, je voudrai des engagements dont la moralité pût se montrer au grand jour.

Tous ces points me sont fermés par des Traités qui les lient à l'Angleterre. Ne nous paraîtrait-il pas préférable de renoncer à des conditions faites à l'époque où l'esclavage régnait aux Colonies, et de favoriser des engagements libres qui limiteraient à un ou deux points toutes les opérations que nous pourrions surveiller ?

Sans cela nous sommes obligés à parcourir la côte à traiter avec des Arabes, qui sont peu scrupuleux sur la manière de se procurer les hommes qui s'engagent par leur intermédiaire.

Nous mettrons ainsi la loyauté et la moralité à la place d'actes qui s'en éloignent peut-être, mais qui sont forcés par la situation qui nous est faite.

Je crois qu'il y a lieu de prendre ces propositions en considération ; que, dans l'intérêt de l'humanité la concession de points d'engagements doit nous être faite ; et que, loin de nous y opposer, il serait au contraire utile que vous me venissiez en aide.

J'aurais peine à croire que je ne fusse pas compris en Angleterre.

Je termine, Amiral, en vous remerciant encore une fois de votre visite bien amicale, en vous priant de la renouveler d'ici là ; je ferai mon possible pour entretenir nos relations et vous écrire toutes les fois que je le pourrai.

Veillez, &c.
(Signé) LE BARON DARRICAN.

Inclosure 2 in No. 172.

Mr. Pocock to Commander Chads.

Sir,

"Persian," October 13, 1858.

I BEG to state, for your information, that I was called upon to visit the "Alfred," while lying at Johanna, on the June, to ascertain what her nationality was. The following questions were put by me and answered as follows :—

Q. Where are you from?—A. Mayotta.

Q. How many days out?—A. One and a-half days.

Q. What name, and where belonging?—A. Marseilles.

Q. Have you any news?—A. No; none.

Q. Have you any cargo?—A. Only ballast.

Q. Where are you bound?—On this question being put he replied, in a very off-hand manner, that as he had not seen a flag flying on board the English brig-of-war on his entering the harbour of Johanna, he positively refused answering me any more questions. I then returned on board, and reported my proceedings to the Commanding Officer.

I have, &c.
(Signed) EDWARD P. POCOCK, *Mate*.

Inclosure 3 in No. 172.

Commander Chads to Rear-Admiral Sir F. Grey.

Sir, "Persian," Mozambique, October 14, 1858.
IN answer to your letter of the 13th instant, I beg to state that the French barque "Alfred" was boarded first only for news: her captain refusing to answer some of the common-place questions asked by the mate who went on board, raised my suspicions that she was not a *bond fide* French vessel; I therefore ordered her papers to be examined by the senior Lieutenant.

The "Alfred" at the time was at anchor. She was boarded according to Articles 2, 5, and 6, page 12, section 5, of the Slave Trade Instructions. I sent on board the "Alfred" a certificate of boarding, instead of writing in his log-book, as required by Article 6, of the same section, which the captain of the "Alfred" sent back.

I most positively deny having treated the captain of the "Génie" with discourtesy. At the time of his arrival I was very unwell with fever, and confined to the ship, and almost to my cabin, and even for some days to my bed; but the Second Lieutenant went on board, and fully explained to the captain of the "Génie" that it was only sickness which prevented my calling upon him in person.

The first forenoon I was well enough I at once went on board the "Génie," and the captain never expressed to me in the slightest degree that he considered I had treated him with a want of courtesy. The reason the Second Lieutenant went instead of the First Lieutenant was that he spoke French fluently, whereas the First Lieutenant could not speak French at all.

I have, &c.
(Signed) J. H. CHADS.

Inclosure 4 in No. 172.

Rear-Admiral Sir F. Grey to Commander Chads:

Sir, "Boscawen," at Mozambique, October 15, 1858.
I HAVE received your letter of the 13th instant, with its inclosures, giving your reasons for having boarded the French barque "Alfred."

Those reasons, I regret to say, are not satisfactory to me.

By the 3rd paragraph of your orders from Captain Lyster, you were expressly enjoined "on no account to interfere with any French vessels *bond fide* entitled to the protection of that flag, nor to board them except under circumstances that justify a strong suspicion that they are not entitled to wear the French flag."

You state in your letter that the "Alfred" was, at first only boarded for news, and that the Captain's refusal to answer some of the common-place questions asked by the mate who went on board raised your suspicions, and you then ordered the papers to be examined.

On referring to the statement of Mr. Pocock, inclosed in your letter, I find that the officer did not confine himself to asking for news, but also inquired into the nature of the cargo, and the destination of the vessel. These questions would naturally raise a suspicion in the mind of the master, of some ulterior object, and I am not surprised that he should have refused to answer any more.

I cannot admit that such a refusal ought to have raised any doubt as to the nationality of the vessel, nor did it afford such a case of suspicion as your orders contemplated.

You have, therefore, in my opinion acted in direct opposition to your orders, and in so doing have incurred my most marked disapprobation, and it will be my duty to report to the Lords Commissioners of the Admiralty this my opinion, and also that I consider an apology due to the French Government for this unauthorized act.

I must also observe that you appear to have neglected that part of the Slave Trade Instructions, contained in section 18, page 3, which enjoins you to cause a full report by the boarding officer to be inserted in the log, and to be forwarded to your senior officer, and to the Admiralty.

I trust that for the future you will be more careful to comply with your instructions.

I am, &c.
(Signed) FRED. WM. GREY.

Inclosure 5 in No. 172.

Rear-Admiral Sir F. Grey to the Governor of Réunion.

Sir, "Boscawen," at Mozambique, October 16, 1858.
IN answer to your Excellency's letter of the 24th September, I have the honour to inform you that on my arrival at this port I found Her Majesty's sloop "Persian" at anchor, and I immediately called upon Commander Chads for an explanation of his conduct in boarding the French ship "Alfred," at Johanna, in June last.

That explanation was not satisfactory, and I have informed him that there does not appear to have been
CLASS A.

any sufficient grounds for suspecting that the "Alfred" was not a French ship, and that by boarding her he has incurred my most marked disapprobation.

In answer to the complaint made by Commandant Mocquet, Commander Chads denies most positively having treated him with discourtesy.

He states that on the arrival of the "Génie," he was confined to his cabin by illness, that he sent a lieutenant on board the "Génie" to explain to M. Mocquet the cause of his not calling in person, and that as soon as he was well enough he called himself.

I regret therefore that M. Mocquet should have misunderstood the cause of his visit not being returned.

I have not yet had the good fortune to meet the "Lyra," and I am unable therefore to offer you any answer to the complaints against her; but I trust your Excellency will perceive in the course I have pursued towards the commander of the "Persian" the complete fulfilment of the promise I made to you, of causing the instructions I have received from my Government to be rigidly adhered to, and a proof that I will not permit *bond fide* French vessels to be in any way interfered with by Her Majesty's cruisers.

In answer to the last part of your letter, on the subject of the supply of labourers to Bourbon, I have already verbally informed your Excellency that if these labourers are to be obtained from Africa, I should consider it much preferable that they should be embarked directly from the coast.

The information that I have received, both at Johanna and at this place, would seem to prove that the manner in which the slaves are now exported from Africa to the Comoro Islands in dhows, exceeds in inhumanity all the descriptions which in the time of the more active Slave Trade excited the horror of all civilized nations.

Your Excellency is aware that I have expressed to my Government the opinion which I have now repeated, and I should rejoice if by the concert of France, England, and Portugal, some arrangement could be arrived at which would put an end to the present distressing state of affairs.

I have, &c.
(Signed) FRED. WM. GREY.

No. 173.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

Boscawen, off Angosa, October 24, 1858.

REFERRING to my letter of the 16th instant, on the subject of complaints made by the Governor of Réunion of the boarding of certain French vessels by Her Majesty's ships "Persian" and "Lyra," I have now the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a copy of Commander Oldfield's report of the circumstances under which the "Marie et Céline" and "l'Eléonore" were visited by boats from the "Lyra," and of a letter which I have addressed to his Excellency the Baron Darrican on the subject.

I have, &c.
(Signed) FRED. WM. GREY.

Inclosure 1 in No. 173.

Commander Oldfield to Rear-Admiral Sir F. Grey.

(Extract.)

"Lyra," Mozambique, October 18, 1858.

I HAVE the honour to report the circumstances under which the French ships "Marie et Céline" and "l'Eléonore" were boarded by Her Majesty's ship under my command, together with those of Captain Yoes' visit on the afternoon of the day the latter vessel was reported to have been boarded.

The "Marie et Céline" was chased by Her Majesty's ship under my command, between 9:40 and 11:30 on the night of May 10, and when up with her hailed, and name and nation asked for. No intelligible answer being obtained, although we were at the time not distant 150 yards, I closed on his port-beam, but failing still in eliciting any clear or definite answer either in French or English (both languages being heard on board), I desired him to heave-to, in French, that being the language in which I was twice asked, "What do you want?" and as I considered that it was as easy for the one to hear as the other, I fired two blank guns at an interval of three minutes, on which she heave-to. I at once sent a Lieutenant on board, who, after a space of about twenty minutes, returned and reported that the chase was the "Marie et Céline," with French papers, bound from St. Helena to Zanzibar. He asked the captain the cause of his not having explained those facts when hailed, as by so doing it would have prevented his detention by boarding; to which he answered, "I did." On again being asked why he did not avail himself of the services of the Englishmen he had on board, or rather the services of those that spoke English, as, from our continuous hailing, he must have seen that we did not understand him, he said, "I have no one board who can speak English." Knowing this to be a false statement, from my own oral observation, and not feeling altogether satisfied, I boarded him again on the following morning, when, being perfectly satisfied with his papers, the boarding-officer offered, before quitting, to state the circumstances under which he had boarded him a second time in the log. The offer was accepted, and the entry made. This second visit caused no delay, as the boat was towed a-head and then dropped alongside.

The fact of having men on board who, if not Englishmen, spoke English fluently, he explained by stating that only having joined his vessel at St. Helena, he was not aware of the capabilities of his crew. The Inclosures Nos. 2 and 3 explain fully the circumstances under which the "Eléonore" was boarded.

Inclosure 2 in No. 173.

Mr. Mc Conachy to Commander Oldfield.

Sir, "Lyra," off Angoza River, August 8, 1858.
 I HAVE the honour to state that, in pursuance of verbal orders received from you, I proceeded this day, on our arrival off the river, to communicate with a French merchant-ship lying at anchor about a mile from us. Before leaving the ship on my errand, I was particularly warned by you to use the utmost civility towards the French Captain, and not wear my side-arms; neither was I to ask any other questions than those contained in your message, viz.: To give your compliments to the Captain of the French ship, and to inquire of him respecting the state of the bar; if he thought it was passable to-day for one of our boats. When I got alongside the French ship, and was going up the side, I was ordered to keep down by the mate who told me that the captain was on shore, and that I could not come on board. I, however, stood on the gangway, and told him my message from you, and he told me that the bar was passable. On my way back to the ship I observed that a boat from a French man-of-war gun-boat (that was lying inside the French ship), boarded her soon after my departure.

I have, &c.
 (Signed) C. Mc CONACHY, *Master's Assistant.*

Inclosure 3 in No. 173.

Mr. Shacklock to Commander Oldfield.

Sir, "Lyra," Mozambique, October 18, 1858.
 I HAVE the honour to report that, shortly after you had gone up the River Angoza, on the afternoon of Sunday the 8th of August, the French screw-steamer of war "La Bourdonnais," weighed from her anchorage, and soon afterwards anchored on our port bow, when her captain came on board and asked for you, and when I told him you were gone up the river, he asked for the First Lieutenant. I told him I was the commanding officer.

My knowledge of French here ceased, and, finding that, he commenced to say, in English, that he was very sorry that the midshipman should have been sent on board the French merchant-ship when a man-of-war of that nation was at the anchorage. I told him that the officer had been sent solely to inquire if the bar was passable. He shook his head, and appeared to doubt it; he said, "The time for visiting French vessels was gone, he hoped, for ever." I expressed my surprise that an English man-of-war could not send on board a French merchant-ship to ask a simple question without being questioned about it. He repeated his remark "that he was very sorry that it should have occurred, and the time for visiting French ships was gone, he hoped, for ever." I again answered him that the only reason for the officer being sent, was for the purpose which I had told him. He still appeared to doubt it, but said he had not come to complain, but only that he was "very sorry" that such an occurrence should have taken place; and desiring that I would communicate the same to you, he took his leave, and soon after "La Bourdonnais" proceeded to sea.

I have, &c.
 (Signed) E. M. SHACKLOCK, *Master.*

Inclosure 4 in No. 173.

Rear-Admiral Sir F. Grey to the Governor of Réunion.

Sir, "Boscawen," at Mozambique, October 19, 1858.
 SINCE writing to your Excellency my letter of the 16th instant I have been joined by the "Lyra," and I have called upon Commander Oldfield for an explanation of the circumstances connected with his boarding the "Maria et Céline" and "l'Eléonore."

In the first case, that of the "Maria et Céline," there appears to have been some misunderstanding. Commander Oldfield states distinctly that it was solely from having in vain endeavoured at night to obtain an intelligible answer by hailing, though he heard men speaking both French and English, that he made her heave-to, and sent a boat on board.

The cause of his boarding her the second time was, that grave suspicions were excited in his mind as to her real nationality, by the captain's denial of having any person on board who spoke English, when some of the men had been heard to speak it.

This circumstance appears certainly rather slight to found a demand for papers upon, and I have directed Commander Oldfield to use more caution in future; at the same time it will be evident to your Excellency that he had no intention of interfering with a French vessel.

In the second case, that of the "Eléonore," I regret that the Commander of the steamer "Labourdonnais" should have, on the authority, I presume, of the mate of the "Eléonore," forwarded to you a statement entirely without foundation, and this, too, after he had been assured by the commanding officer of the "Lyra" of the true circumstances of the case.

I inclose copies of the report made by the officer who went on board the "Eléonore," dated the very day of the transaction, and of the statement made by the officer who received the Commander of the "Labourdonnais."

I think you will agree with me, M. le Gouverneur, that it is not desirable nor right that the statement of a commissioned officer of Her Majesty's navy should be thus rejected, and the preference given to the statement of the mate of a merchant-ship.

If M. Yoes did not understand the explanation afforded to him so unhesitatingly, it would have been easy for him to have obtained one in writing, to have forwarded to you with the complaint.

I understand, from the letter of M. Mocquet, Commander of the "Génie," that orders have been given to captains of French merchant-vessels not to allow their vessels to be visited on any pretence.

As Great Britain has never claimed the right of visiting *bond fide* French vessels, I fear the conduct of many of the captains who make these orders an excuse for refusing to permit the ordinary intercourse that has always been usual between vessels of friendly and allied Powers, will be little calculated to promote those good feelings which it is so much the desire of our Government to cultivate.

Before leaving this subject, I would also request to be informed under what regulations dhows, apparently manned solely by Arabs or natives, are allowed to assume the French flag.

The "Lyra," on the 2nd of October, fell in with a dhow, and on the 6th, with a second one, with a French flag and papers, and the other with a French pass. Commander Oldfield, having ascertained the fact, did not in any way molest or detain them; but, that no difficulty may arise, I shall be much obliged to your Excellency for any information you may favour me with on this point.

In conclusion, I have only to repeat my earnest desire to contribute, as far as lies in my power, to the maintenance of those friendly relations which any disputes on these delicate questions are so much calculated to impair.

I have, &c.
(Signed) FRED. WM. GREY.

No. 174.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

(Extract.)

"Boscawen," at Mozambique, October 19, 1858.

IN continuation of my letter of the 10th September last, I have the honour to inform the Lords Commissioners of the Admiralty that I left Bourbon on the morning of the 25th of September, and anchored in Johanna roadstead at noon of the 4th instant.

On our arrival, I learnt that a Portuguese schooner, detained by the "Lyra" on suspicion of being engaged in the Slave Trade, was in the small harbour of Pomony, on the other side of the island, and in the night Mr. Croke, the mate in charge (now promoted), came on board.

I learnt from him that the "Lyra" had captured several dhows in the neighbourhood of Angoxa, and that, in consequence of the murder of a boat's crew of three men by the Arabs, Commander Oldfield had burnt their dhows.

The Lyra was daily expected at Pomony, and the "Persian" had sailed for Mozambique eleven days before our arrival.

As soon as Her Majesty's Consul, Mr. Sunley, arrived from Pomony, I called on King Abdallah, who returned my visit next day.

I have already reported to their Lordships that French vessels from Bourbon are now forbidden to resort to the coast of Africa for labourers, and that the Comoro Islands and St. Augustine's Bay are the points from which they may legally import them.

The result of this has been to transfer the trade in slaves to these islands, to which they are transported in dhows ill-provided for their conveyance, and they are exposed to much suffering during the passage.

By a letter from Mr. Sunley, dated the 5th of July last, of which I first received a duplicate copy at Johanna, it appears that the temptation to enrich themselves by selling slaves to the French had proved too strong for the people of that island, and they had imported slaves from the Continent.

French vessels, I understand, are now prohibited from resorting to Johanna in consequence of the refusal of the Sultan to receive any agents. The circumstances connected with this affair are detailed in the accompanying letter from Mr. Sunley.

I took the opportunity of a second visit made to me by the King on the 10th to impress upon him the great dangers he would incur if he gave his sanction, in any way, to the importation or sale of slaves in his island; that he knew that the conduct of the Johannese in this matter had already led to the detention by the "Lyra" of two of their dhows; and he promised me that, as far as he was able, he would prevent any Traffic in Slaves.

Inclosure 1 in No. 174.

Consul Sunley to Rear-Admiral Sir F. Grey.

Sir,

Johanna, July 5, 1858.

I HAVE the honour to inform you that, in consequence of the repeated visits of French vessels to Johanna, engaged in procuring labourers for Réunion, the natives of this island have imported negroes from the coast for the purpose of selling them to the masters of French vessels; that the Slave Trade carried on by native vessels is recommencing, and will, if not checked, become considerable. Since my communication of the 3rd of August last, nine French vessels have come to Johanna for labourers for Réunion, and have taken away between 500 and 600 negroes, many of whom I believe were brought from the coast, as the number of slaves in the island is too small to permit of so many being exported.

The Sultan, to whom I have spoken very strongly about permitting slaves to be taken from his island, has promised me that no more shall be allowed to go, and it is true that the three last French vessels that came here did not obtain any negroes; but as the inducement is so very great to sell their slaves to the French vessels, the profit of thirty dollars being realised upon every slave sold (a very large sum for these people), I do not expect they will long resist the temptation of making money unless some means are employed to intercept the dhows which they send to the coast for slaves.

The French Government schooner "Estafette" arrived here from Bourbon, and the Commander, M. Leger, endeavoured to make an arrangement with the Sultan for an annual supply of labourers, and promised him presents of powder and muskets if he would comply with his request, which the Sultan refused to do.

I am informed that this vessel is gone to Comoro, Mohilla, and Zanzibar, for the purpose of making a similar proposal to the authorities of these islands.

The hope of gain, together with the representations of the French, will, I feel assured, outweigh the influence, although not small, which I have over the Sultan and the people of this island, and as they now have money, and six or seven more dhows than they had a few months back, I expect that they will bring large numbers of slaves from the coast.

I therefore venture to suggest that your Excellency would cause a cruizer to be stationed among these islands, and instruct her Commander to co-operate with me in putting a stop to this Traffic.

I am unable to furnish any information as to the Slave Trade carried on at Mohilla or Comoro, as latterly there has been little communication with those islands.

I have, &c.
(Signed) WM. SUNLEY.

Inclosure 2 in No. 174.

Consul Sunley to Rear-Admiral Sir F. Grey.

(Extract.)

Johanna, October 9, 1858.

ON the 5th of July last I addressed you upon the subject of the Slave Trade at this island, and informed you of the endeavours of the French to obtain an annual supply of labourers. I have now the honour to report that, on the 8th of July, the steamer "La Bourdonnais" arrived here, and that an officer of the French navy landed from her, and waited upon the Sultan, and asked his permission to form an establishment in Johanna for the reception of negro labourers for the Colony of Réunion. The Sultan refused this request, and "La Bourdonnais" left on the 18th of July. On the 26th of July the "La Bourdonnais" again returned, in company of the French brig of war "Le Génie." The object of this vessel's visit seems to have been to ask the Sultan why he permitted a French vessel, the "Alfred," to be visited by the officers of Her Majesty's sloop "Persian," when at anchor in his dominions.

The King informed me that the officer who came in the "La Bourdonnais" asked him for a piece of land to erect a building on, and permission to hoist the French flag; and that he was offered the sum of 2,000 dollars, and 5 dollars per head for every labourer sent from Johanna to Réunion, to give his consent to this request.

Two other persons assure me that they were offered 1,000 dollars each if they would persuade the King to receive a French Agent here. I cannot state that this is true, but I was informed of it while "La Bourdonnais" was here, and I have been positively assured that it is quite true.

No. 175.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," in Simon's Bay, December 6, 1858.

WITH reference to my previous communications on the subject of the shipment of negroes from the East Coast of Africa, &c., in French vessels for the Island of Réunion, I now transmit, for the information of the Lords Commissioners of the Admiralty, the copy of a Report thereon by Commander Oldfield, of the "Lyra," who has been lately employed in the Mozambique.

I have, &c.
(Signed) FRED. WM. GREY.

Inclosure in No. 175.

Commander Oldfield to Rear-Admiral Sir F. Grey.

(Extract.)

"Lyra," Simon's Bay, November 30, 1858.

I HAVE the honour to lay before you such information as I have been able to obtain relative to the shipment of slaves, or engagés, from the Mozambique Channel.

The Bourbon slave, or engagé, market is supplied by French vessels, that in a great measure obtain their cargoes on the North-East Coast of Africa, North-West Coast of Madagascar, and from the Islands of Nos Bey, Comoro, and I believe Mayotta, and, until the end of July last, Johanna.

On the East Coast of Africa the vessels partially, if not entirely, obtain their cargoes by means of their own boats; at the other localities mentioned above, from dhows that during the last north-east monsoon obtained their slaves mostly from Quiloa, Ibo, and their immediate vicinities; and during this monsoon, viz., the south-west, from the coast lying between Indiana and St. Antonio Rivers, the Rivers Quizunga and St. Antonio having exported from 850 to 1,100. The "Lahoura," Arab dhow, with 115 in, and captured by Her Majesty's ship "Lyra" in August last, was one of five that loaded in St. Antonio river.

At Angoxa, an agent for a French "engagé" house resides there, the cargo of the "Lahoura" being a shipment of his for Nos Bey; and although I have no proof of slavers actually obtaining their cargoes there, I am aware of their resorting there when the healths of their slaves need recruiting, or the refitting, &c., of their vessels. The "Lahoura," when captured, was about to enter the river, fifteen to twenty of her slaves having died from starvation or drought, I expect the latter, as the quantity of water the Arab slave or engagé dhows generally have on board is very inadequate even for the veriest calls of humanity. One case is known of the slaves or engagés being wholly destitute of water the nine or ten days they were going from the coast to the places of transshipment.

Attempts have been made by the French to establish the office of Government Engagé Agent or Consul at Johanna and Angoxa, but without avail; the Sultan at both places considering that their Slave Treaties with Great Britain prohibited their admitting of such an office being established.

The pecuniary benefits to both Sultans would have been great had they conceded to the French request; and had it not been for the very vivid recollection of the blockade of his river by Admiral Wyvill, the Sultan of Angoxa would, I feel confident, have acceded.

The price of engagés during the latter part of the south-west monsoon has risen considerably, 100 dollars having been offered at Johanna in September, although 45 dollars was the highest price given there in July, since which time I firmly believe the Johannese have desisted from the trafficking in slaves or engagés.

The great difficulty many of the engagé ships have had this monsoon in collecting their freight has, no doubt, given cause to a rise of price, but not generally to this great extent.

Although 5,000 engagés were, I believe, imported into Bourbon last year, I doubt if that number will be this.

Having only visited the central part of the Mozambique Station, I am unable to render any information as to the state of the engagé or slave-market on the north and south part of the station: but imagine that, north of Quiloa, the trade, if it exists, is dull, whatever it may be to the southward, viz., south of the Indian river.

No. 176.

Rear-Admiral Sir F. Grey to the Secretary to the Admiralty.

Sir,

"Boscawen," in Simon's Bay, January 17, 1859.

I HAVE the honour to acknowledge the receipt of your letter of the 10th of November, 1858, covering a complaint against Commander Chads, of the "Persian," for having boarded the French ship "Alfred," at Johanna. The Lords Commissioners of the Admiralty will have received, in my letter of the 16th October last and its inclosures, full information of the circumstances of this case, and will have learnt that I expressed to Commander Chads my disapprobation of his conduct, and to Baron Darrican, the French senior naval officer and Governor of Bourbon, my regret at the improper conduct of Commander Chads.

With reference to the concluding paragraph of your letter, I have the honour to state, that reiterated orders have been given to the commanding officers of Her Majesty's cruisers to act in strict conformity with the principles laid down in the despatch of the French Minister for Foreign Affairs of the 10th April, inclosed in your letter of the 27th April, 1858; and I have every reason to believe that Her Majesty's officers are fully impressed with the responsibility they incur by any deviation from those orders.

I have, &c.

(Signed) FRED. WM. GREY.

No. 177.

Commodore Edgell to the Secretary to the Admiralty.

(Extract.)

"Chesapeake," Jeddah, February 4, 1859.

I HAVE the honour to inclose, for their Lordships' information, some observations by Captain Seymour on the Slave Trade in the Red Sea.

Inclosure in No. 177.

Captain Seymour to the Secretary to the Admiralty.

(Extract.)

"Pelorus," Jeddah, January 31, 1859.

THE Slave Trade may be divided into two branches: one caused by the transfer of domestic slaves from one port on the Arabian coast to another; the other, by the importation into Arabia of recently captured negroes from as far south as Zanzibar, all along the Abyssinian shore to Suakim, in latitude 19° north, longitude 37° east. Since the "Pelorus" reached Jeddah, not a week has passed without the arrival of from two to three buggalows with slaves on board; of these I have only seen two instances where the slaves were in confinement, but more may have escaped my notice. On no occasion when I have boarded them have the owners of the buggalows denied that their cargo was slaves; indeed, the trade seems perfectly legal here; and apparently there is a great demand for them, as they never remain long in the slave-markets of Jeddah, where the price of girls from twelve to twenty years of age averages 25 dollars, and boys somewhat less. At Berberah, where an immense trade is carried on during the fair, which lasts from the beginning of October to the end of March, prices are less, and able-bodied men can be obtained for goods which would cost 15 dollars in Europe.

With regard to the domestic slaves, it is but justice to the Turks to say that after a few months of captivity, the former seem to care very little for their situation, and, as far as I have seen, are treated with great humanity and kindness by their masters. Still, when Her Majesty's ship "Cyclops" first arrived here, slaves occasionally escaped from the town, and sought refuge on board her; and I have no doubt a considerable number would, in the course of time, have claimed the protection of the British flag, had not a difficulty arisen as to their reception on board the East India Company's steamer "Assaye" during the absence of the "Cyclops," since when none have presented themselves.

The total number received by the "Cyclops" was twenty-three, of whom five are now on board the "Pelorus."

NORTH AMERICA AND WEST INDIA STATION.

No. 178.

Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty.

Sir, *"Indus," at Port Royal, April 6, 1858.*
I TRANSMIT herewith, to be laid before the Lords Commissioners of the Admiralty, the copy of a letter from Commander Vesey, of Her Majesty's steam-sloop "Styx," reporting the capture, on the 21st and 22nd March, of a schooner under Spanish colours, and a ship, without name or colours; the former on suspicion of being engaged in the Slave Trade, and the latter with being fully equipped for the Traffic.

The seizures were made jointly by the "Styx" and "Jasper," about sixty miles from Havana; Commander Vesey's present letter merely reports the facts in a general way, but a more detailed statement will be sent to their Lordships hereafter.

The "Jasper," convoying the ship, arrived at Port Royal on the 4th instant, and the forms and proceedings necessary for the condemnation of the latter in the Vice-Admiralty Court of Jamaica have since been commenced.

I beg to inclose an extract from Lieutenant Pym's letter of proceedings, and have to acquaint their Lordships that as soon as the "Jasper" is again ready for sea she will return to her cruising-ground on the north side of Cuba.

I have, &c.

(Signed) HOUSTON STEWART.

Inclosure 1 in No. 178.

Commander Vesey to Commodore Kellett.

(Extract.)

"Styx," at Sea, March 22, 1858.

ON the 16th of this month I wrote to you from Matanzas, informing you of my arrival there, and acquainting you with our proceedings before that date.

On that day the "Forward" joined, and having coaled her, I sent her to cruise off Cardenas and Cay Piedras; she is now there. On the 21st I boarded an American barque, and received information that a ship was to sail that day from Havana, cleared for Marseilles; that she was equipped for the Slave Trade, and had no name, but would hoist Spanish colours. The same evening I sighted the "Jasper," and whilst communicating with her, brought to two Spanish schooners, and decided on detaining them for having casks on board. One I secured, and she goes into the Havana to-day; the other filled whilst the boat was going to her, and escaped in the dark. I having to pick up two boats I sent the "Jasper" in chase, but she returned at 12, after an unsuccessful search. I then directed Lieutenant Pym to assist in cutting off the ship.

Daylight this morning discovered us both in chase. Strange ship showed Spanish colours, but though fired on by both ships held on till 9 A.M., when she hove-to. Lieutenant Pym was the first on board, when the captain threw his colours overboard, and had no papers. She is fully equipped for the Slave Trade. I have placed an officer and prize crew on board, and have directed Lieutenant Pym to take the money on board, and convey her to Port Royal, as she is a large vessel, and I cannot spare many hands.

Inclosure 2 in No. 178.

Lieutenant Pym to Commander Vesey.

(Extract.)

"Jasper," Port Royal, April 4, 1858.

March 21.—WEIGHED from the entrance of Matanzas, and stood out to sea. 1.40 P.M., observed Her Majesty's ship "Styx." 5 P.M. communicated with ditto. "Styx" detained a schooner under Spanish colours, and sent her to Havana. Received information from Commander Vesey, of a full-rigged ship, fitted for the Slave Trade, that was to sail that morning from Havana. Monday 22nd, made sail, and stood to the north-west to cut her off. 5 A.M., observed a ship on weather beam, fired a blank gun, and tacked

in chase. Shipped screw, and proceeded under steam and sail. 7 o'clock observed Her Majesty's ship "Styx." 9-20, after one blank gun, and seventeen rounds with shot, chase hove-to. Boarded her, and took possession, having found her fully equipped for Slave Trade. Sent 37 prisoners to the "Styx," retaining 4 on board. Received orders from Commander Vesey, to convoy prize to Port Royal. 4 P.M. made sail. 24th, took prize in tow. 5-20 P.M., shipped towing-hawsers, and proceeded in chase of suspicious-looking sail. 7-10, in taking prize in tow her flying-boom caught our mizen-mast, and carried it away. Got mast on board and cleared wreck. At 9 A.M., last night, took prize in tow, and arrived in Port Royal Harbour, this day, Sunday, April 4, 1858.

No. 179.

Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty.

(Extract.)

April 7, 1858.

THE "Basilisk," "Styx," and the four gun-boats named in the margin,* will remain under the orders of Commodore Kellett, and I have instructed him to keep them actively employed in cruising round Cuba for the suppression of the Slave Trade.

No. 180.

Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty.

(Extract.)

"Imaum," at Jamaica, May 10, 1858.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's gun-boat "Forward" captured a schooner on the morning of the 16th of April, in latitude 23° 45' north, and longitude 82° 15' west.

Mr. Rowlett, second master of the "Forward," was placed in charge as prize-master; he arrived here with her on the 3rd instant. The vessel has been put into the Vice-Admiralty Court, and will be adjudicated upon on Friday next, the 14th instant.

The name on the stern of this vessel is "Cortez," of New York, but she had neither colours nor papers when boarded, and she was in every respect fitted for the Slave Trade. No specie has yet been found on board, the cargo not having been disturbed.

She is a handsome schooner of about 120 tons, well found and fitted, and recently built.

No. 181.

The Secretary to the Admiralty to Mr. Fitzgerald.

Sir,

Admiralty, June 15, 1858.

I AM commanded by my Lords Commissioners of the Admiralty to send you herewith, for the information of Her Majesty's Secretary of State for Foreign Affairs, extracts from the log of the proceedings of Her Majesty's gun-boat "Jaseur," between the 17th February and 14th May last, whilst cruising off the coast of Cuba, showing the names of the vessels boarded by her during that period.

I am, &c.

(Signed) H. CORRY.

Inclosure in No. 181.

Extracts from the Log of Proceedings of Her Majesty's Gun-boat "Jaseur," cruising off the Coast of Cuba.

February 23, 1857.—Chased and boarded Spanish schooner "Filis," from Batabano to Manzanilla.

March 3.—Examined the "Ensenada de Cortes," anchored off Pirate's Lagoon.

March 25.—Observed a schooner standing towards the land. Weighed, chased, and boarded Spanish schooner "Desengano," bound to Trinidad.

April 27.—Observed a sail to leeward. Got steam up, chased, and boarded an American brigantine, "James Davis," from New York to Cienfuegos.

* "Jaseur," "Jasper," "Skipjack," "Forward."

Commodore Kellett to the Secretary to the Admiralty.

Sir,

"*Imaum*," at Jamaica, May 26, 1858.

I HAVE the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a letter from Commander C. Vesey, of Her Majesty's steam-sloop "*Styx*," reporting his proceedings on the North Coast of Cuba, and containing information on the subject of the Slave Trade in that island.

I have, &c.

(Signed) HENRY KELLETT.

Inclosure 1 in No. 182.

Commander Vesey to Commodore Kellett.

(Extract.)

"*Styx*," Havana, May 7, 1858.

IN this island the Slave Trade is being carried on with the greatest activity, the large price given for slaves (from 1,500 to 2,000 dollars) offering every inducement to risk capital. Numbers of vessels are fitting at Havana, and I believe also that there are many at Sagua, Cardenas, and the other small ports.

In Havana one Company alone owns fifteen vessels; the schooner "*Cortez*" (taken), brigantine "*Mary Elizabeth*," barque "*Venus*," brigantine "*St. Andrew*," a fore and aft schooner, and a black barque with skysail yards, being among the number.

They employ an American called A. S. Smalley to purchase their vessels at New York, and I expect him down soon with one. On his arrival another American is put in as master, and clears for Annabon, on the Coast, with passengers and cargo.

The sealed letter, Custom-house clearance, and charter-party are in the same handwriting, and are forged. The passengers are the Spanish captain and crew, who only look after the slaves, as the Americans navigate the vessel. The cargo is for slaves, the ground-tier being water-casks, and the upper generally aguardiente. This is the plan with this Company, and I dare say the others pursue one somewhat similar.

Single slavers are never fitted out, the risk being too great, but they calculate on great profits by running one clear out of a certain number.

Mr. Cabargos, the ship-chandler, supplies all slavers fitting out at Havana, and officers going to that place ought to be on their guard against him, as he is always seeking to obtain information about the cruisers. East Regla is the fitting ground at Havana.

Slavers, when leaving Havana, stand right over to Cay West, and then work up along the Florida reef, keeping close into the white water until they get to Caryfort reef, when they consider themselves safe; they then pass round the Matinilla reef into the Atlantic.

As far as I can learn, homeward-bound slavers have a landing-place, named, on each side of the island, that they make take advantage of circumstances.

These places vary, but slaves are generally landed at the east and west end, and among the cays in the Old Bahama Channel. The most favourite place is between the Isle of Pines and Cape Antonio, Cortes Bay in particular. The "*St. Andrew*," coming home in about two months with a cargo of 600 slaves, will land either at Sierra Morena, on the north side, or between Siquanea Bay and Cape Antonio.

I have also received information from Her Majesty's Consul-General relative to the importation of Yucatan Indians into this island, who are in reality only slaves.

As most of the slavers regarding whom we have information run under American colours, we are obliged to bring-to many vessels of that nation, otherwise our cruising would be worse than useless. This has given great offence to the American press; and, on the strength of their leading articles, the masters of American merchant-ships are refusing even to hoist their colours to us, declaring that we have no right to make them do so. I always insist on its being done, firing blank cartridge to enforce it; and, in cases where I have reason to suspect the vessel, I examine her papers, always offering to note it in the log. This is always refused; the master declaring that he will report us, and generally most abusive language is used to the boarding officer.

You will perceive, Sir, that these circumstances place the commanders of Her Majesty's cruisers in a most delicate position.

To put down the Slave Trade properly they must board American vessels, and it is done under page 17 of the Instructions; but those Instructions are so vague, and throw such a weight of responsibility on officers' shoulders, that many men will not undertake it, and, in consequence, numerous slavers escape.

Further, the officer who does his duty never knows the moment when he may be called to account, and is subject to all kinds of abuse.

In this ship we have boarded nearly fifty American vessels, and, if I had followed out the instructions literally, and written to you every time a complaint was made, my time would have been fully occupied.

The Americans are determined to resist our examining their vessels, and I write to you thus fully in order to place the matter before you as clearly as I can, and to express a hope that Her Majesty's Government, in the event of its being brought before them, will take into consideration the very difficult position in which we are placed.

I may conclude by stating my belief that in six months all slavers will be running under American colours, and I inclose a list of those suspected, to prove that what I say is well founded.

P.S.—I have just received a communication from Her Majesty's Consul-General, informing me that the Captain-General of Cuba has remonstrated against the pinnace of Her Majesty's ship "*Buzzard*" going into Sagua Harbour and examining vessels in Spanish waters; also, that a Spanish war-steamer is about to start immediately for that place.

I shall send Commander Peel instructions to withdraw his boat immediately.

Inclosure 2 in No. 182.

List of Vessels suspected of being engaged in the Slave Trade.

BRIGANTINE "*Marcia Tubon*," of Bucksport, American; red streak, green-house on deck, abaft; fitting at Rio Sagua.

Brigantine "*Mary Elisabeth*," American, has sailed; black, with red streak; brown house abaft; deep; captain American; has four Spanish passengers; papers forged in the same handwriting.

Barque "*Venus*," American; painted ports; captain a Dutchman; has a sealed letter, with name of vessel, and directed to Annabon; has about thirty persons, five of them Spanish; passengers with passports; sealed letter and Custom-house clearance; also charter-party in same handwriting, and forged; crew ought to be mustered; captain has been in California chain-gang.

Schooner "*Baltimore*," fore-and-aft rig, with a house abaft, American; black, with a red streak; captain, a tall American.

Brigantine "*St. Andrew*," American; expected in about two months.

Barque, with skysail-yards; black and rakish.

Schooner "*Blooming Youth*," fore-and-aft rig American; black, with yellow streak.

Brigantine "*William Montague*," American, 167 tons.

Topsail schooner "*Bromsvilla*," American; trunk-house abaft; very rakish.

Polacca brig; black mast-heads; red streak; probably Spanish colours.

Barque; black, with red streak.

Schooner "*Cortes*," taken; had American colours.

No. 183.

Commodore Kellett to the Secretary to the Admiralty.

Sir, "Imaum," at Jamaica, May 26, 1858.

I HAVE the honour to transmit herewith, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Lieutenant Henry Davies, commanding Her Majesty's gun-boat "*Forward*," detailing the circumstances of the capture of the schooner "*Cortes*," off the North Coast of Cuba, on the 16th of April, and to acquaint you that the said schooner was condemned in the Vice-Admiralty Court at Jamaica on the 14th instant, being fully equipped for the Slave Trade.

By the Havana papers there appears to be some question as to the legality of the seizure of this vessel, but by the advertisement inclosed, their Lordships will see that she was fully equipped for the Slave Trade.

I have, &c.

(Signed) HENRY KELLETT.

Inclosure 1 in No. 183.

Lieutenant Davies to Commodore Kellett.

Sir, "*Forward*," Port Royal, May 26, 1858.

I HAVE the honour to report, that when cruising off the Havana, on the 16th April, at 5 A.M., I sighted a topsail schooner, about six miles on the lee-quarter, standing towards us.

I continued on the same course until she neared us to three miles on the lee-beam, when I kept away, and got up steam. During this time the schooner made sail, manœuvred, altered course frequently, and was so suspicious in appearance that I determined upon boarding her. After a chase of one hour and a-half, I hoisted the English colours, and fired a blank gun: chase showed American colours, and hove-to.

She proved to be the "*Cortes*," from Havana. Upon boarding her, a person represented himself as the master; showed me some papers, which I considered to be irregular, but he refused to deliver them into my hands. The crew rushed and hauled down the flag, and destroyed the papers. I then, as previously, informed them that I intended to take them to an American man of war, when they all denied their being of any nation; also the existence of any papers.

The papers that had been shown to me were observed to be thrown into the sea, by Daniel Wakeham, and could not be recovered. No papers were found during the search for them which immediately occurred; therefore I detained her. On searching the vessel I found her fully equipped for the Slave Trade.

The nature of the papers could not be ascertained, as the person representing himself to be the master would not give me more than a glance at them before destroying them. No one would acknowledge to be the master after detention.

I then put Mr. Bowlett, second master of Her Majesty's ship "*Forward*," on board, with a crew, and sent her for adjudication to Jamaica.

I have, &c.

(Signed) HENRY DAVIES.

Inclosure 2 in No. 183.

Advertisement.

May 25, 1858.

For Sale by Public Auction.

AT the wharf of Messrs. De Pass, Albergas, and Mitchell, on Friday the 28th May instant, at 10 o'clock, the several articles undermentioned, being the cargo of the schooner "*Cortes*," nation unknown, seized by Her Majesty's ship "*Forward*," and condemned in the Vice-Admiralty Court, for having been engaged in the Slave Trade.

78 quarter-casks, and 40 hogsheads rum 2 barrels sugar 1 hogshead and 3 quarter-casks red wine. 1 octave wine. 2 octaves vinegar. 70 barrels rice. 51 barrels bread. 2 barrels and 12 bags peas. 3 sacks salt. 7 kegs lard. 3 bags tobacco. 2 bags corn. 1 bag sarsaparilla. 1 bag wooden spoons. 5 drums codfish. 3 barrels wheat flour.	} In bond for exportation only.
---	------------------------------------

10 barrels salad oil.
1 box vermicelli.
7 barrels beef.
6 barrels pork.
5 muskets.
1 bag bullets.
33 tin buckets,
6 wooden ditto.
1 barrel herrings.
1 box sago.
1 box medicine.
1 keg nails.
1 iron boiler and frame complete.*
98 water-casks.
1 lot firewood.
3,091 feet lumber.

Terms of sale :—A deposit of 25% per cent., to be forfeited in case of non-completion of the contract, and payment of the balance within six days of the purchase, previous to removal.

(Signed) HENRY MAXWELL HALL,
Marshal of the Vice-Admiralty Court of Jamaica.

No. 184.

Commander Vesey to the Secretary to the Admiralty.

Sir,

"*Styx*," Havana, May 29, 1858.

IN compliance with the instructions, I have the honour to inclose a copy of my letter to Commodore Kellett, C.B., reporting the cases of vessels boarded under suspicion of fraudulently assuming the flag to which they were not entitled.

I have called off Havana for the express purpose of sending it by the first opportunity.

I have, &c.
(Signed) C. VESEY.

Inclosure 1 in No. 184.

Commander Vesey to Commodore Kellett.

Sir,

"*Styx*," off Havana, May 27, 1858.

IN compliance with my Instructions for the Suppression of Slave Trade, sec. 5, pages 11 and 17, I have the honour to inclose reports of vessels boarded under suspicion of fraudulently assuming a flag to which they were not entitled, and who have threatened to report the circumstance to their respective Governments.

The American schooner "*N. B. Borden*," of Fall River, was boarded on the 21st March, and I made no special report at that time, as the master parted apparently on good terms with us, even offering a present to the boarding officer; and it is only through the American papers that I have been made aware of a complaint being lodged.

I had made no special entry about her, and the officer who boarded her being at this time away in a prize, I am, unfortunately, only able to give his verbal report to me.

I have to remark that from the number of vessels I have strong reasons to suspect, I am obliged to be continually boarding, and the work is so harassing that I can only spare one officer, and one petty officer at a time as a witness; and further, that from the number of vessels fallen in with, it would be almost impossible for me to send a special report in each case. I therefore only send reports of those cases where vessels have threatened to complain; and I beg leave to state that the utmost moderation has been observed by me in these cases; a trustworthy officer being sent, the instructions strictly complied with, and, in all cases, an offer made to note in the log all that has occurred.

I believe that a combination has been entered into at Havana by the masters of American merchant-vessels for the purpose of getting one of the commanders of the English cruisers removed, and thereby deterring others from boarding suspected vessels bearing an American flag. They believe that, if successful in this, they will obtain the whole of the slave-carrying trade to Cuba, and reap enormous profits with impunity.

That vessels are now running under the American flag is proved by the schooner "*Cortes*" (detained by the "*Forward*") having on board an American flag, which she hauled down, and also having an American master.

* Regular slave-coppers.

Also, within the last week, the brigantine "*Huntress*," of Charleston, from Matanzas, was chased in among the reefs off Key West: she was detained there for violating the customs laws, when her master deserted, and she was then found to be equipped for the Slave Trade. I have also before sent in a list of suspected vessels, nearly all under American colours, but most of whom in reality have false papers, and belong to Spaniards. From what I have ascertained since I have been here, I can state with confidence that in a short time nearly every slaver will run under the protection of the American flag, and that it will be almost impossible for Her Majesty's cruisers to detain them, as they will all clear with legal cargo stowed over the other.

From the great increase in the American West India trade we are brought in contact with vessels of that nation much more than formerly, and the position of the commanders of vessels cruising is rendered very difficult.

In stating my own case, I have only to say that I wish to carry out my instructions faithfully, and have always endeavoured to perform this disagreeable duty with the utmost moderation: the best proof that I can offer of my having done so, is by showing that on this cruise I have boarded 116 vessels, 61 of them Americans, and that one of the complaints is from a vessel whose master made nothing of it at the time, and another is from a vessel which was brought-to, but not boarded.

I am, &c.
(Signed) C. VESEY.

Inclosure 2 in No. 184.

Report.

IN the case of the American schooner "*N. B. Borden*," of Fall River, bound from Matanzas to Savannah, with molasses. Boarded March 21, 1858.

At 11:14 got up steam to chase several suspicious-looking vessels, being in-shore.

At 3 P.M., a rakish schooner, under a press of sail, answering the description of one suspected, attempted to cross our bows and get to windward, she being on the port tack. Fired two blank guns in succession, on which she hoisted American colours, but still kept on in a most suspicious manner. Fired two shotted guns, in succession, under her stern, on which the schooner hove-to. Sent on board Mr. Nicholetts, mate; one Lieutenant being sick, and the other recovering from a fever.

On Mr. Nicholetts's return, he informed me that the master asked him what we meant by firing those "God-damned balls" across his stern, and thereby frightening his family: that he had returned a civil answer, and told the master we had mistaken his vessel for another, and that no annoyance was meant; that the master at first was much excited, and said that he could eat our boat's crew, but afterwards calmed down, and forced some cigars upon him as a present.

The "*N. B. Borden*" was not detained more than five minutes.

(Signed) C. VESEY, *Commander*.

Inclosure 3 in No. 184.

Report.

IN the case of the "*Mobile*," American schooner, of New York. Boarded April 29, 1858.

Extract from log, April 29, 1858:—

At 1:30 P.M., trimmed: 2, bore up to close a schooner; fired a musket to make her show her colours: 2:5, fired a musket; schooner showed American colours; fired a musket ball-cartridge to make her heave-to: 2:15, fired a musket ball-cartridge; schooner shortened sail. 2:20, fired a musket ball-cartridge; schooner partly hove-to. Boarded the American schooner "*Mobile*," of New York.

The captain of schooner was very insulting to boarding officer. I have the honour to inclose the boarding officer's statement, and have to remark that I can rely upon his discretion and command of temper.

The "*Mobile*" was boarded in consequence of her very suspicious movements, and the ball-cartridge were fired by the gunner of ship, in my presence, he having strict orders from me to fire high. She was not struck by them, and had no men aloft at the time.

I was unable to bring her to without firing, as our steam was not up, and the breeze strong: she would not shorten sail, though I waved, hailed, and squared the main-yard several times.

She had so much way on when boarded that our boat was damaged. Our colours were flying for more than half-an-hour before she was boarded, and could easily have been seen.

Detained ten minutes, partly by her own fault.

(Signed) C. VESEY, *Commander*.

Inclosure 4 in No. 184.

Lieutenant Gould to Commander Vesey.

Sir,

"*Styx*," at Sea, May 25, 1858.

IN compliance with your orders on the 29th April last, between the hours of 2 and 3 P.M., I proceeded in the ship's cutter to board the American schooner "*Mobile*."

I beg to represent that a delay of several minutes was caused by the captain of the "*Mobile*" not keeping his vessel to the wind, and thereby giving the cutter a much greater distance to pull than necessary; and no rope or any assistance was offered to the boat on going alongside, although the schooner was moving very fast through the water.

The moment the cutter reached the "*Mobile*" I climbed up the side by the rigging-plates, and jumped on

board: I asked one of the crew if I could see the captain, whom he pointed out to me standing abaft. I then went to him with the boarding book, and asked the usual questions put to captains of merchantmen. His answers were made in a very disrespectful manner, and very loud tone of voice, although I was close to him; and he made several impertinent remarks quite uncalled-for, and thought the steamer was a "God-damned pirate;" and that he had been fired into, which I denied. I told him that our main-yard had been squared, and the ship hove-to for several minutes, and several blank musket-charges fired to call his attention, and a cutter manned ready for lowering; that he must have known we wished to communicate, and he ought to have brought his vessel to, but, from continuing his course, and apparently taking no notice, a rifle-ball was fired towards his vessel, but over and wide; this he declared was false, and said, had he the means of returning it, he would, "by God!"

I then said I should be glad if he would quietly show his papers, and requested him not to cause more delay than necessary for their examination. At first he appeared to hesitate in producing the documents, and I repeated the request. He then went to his cabin, and made several more remarks connected with the ship, and said we had no authority to bring him to.

I followed him into his cabin. He opened a tin-box containing his papers, and handed them to me. He then said he supposed I took him for a "God-damned" slaver, which he had been formerly, and would be again, but guessed I was mistaken this time. He then became so enraged that he could not speak, stamping on the deck, and one of his children ran to him crying, and requested him to be quiet. I told him it was impossible to examine his papers whilst his behaviour was such; and after a few minutes' more delay, I continued the examination. Being quite satisfied that they were correct, I laid them on the table, and told him he had caused much delay; all that was required could have been done in five minutes. He said he did not believe we were a man-of-war. I told him to look at the pennant. He said he did not care a "damn:" he would hoist one himself. I told him if he did I would haul it down.

I was about to return to the boat when he ordered the mate to fill immediately, but he did not obey the order until the cutter shoved off.

I have, &c.
(Signed) WM. HY. GOOLD.

Inclosure 5 in No. 184.

Report.

IN the case of the American brigantine "Tanner," of Brook Haven, hailed 14th May, 1858.

Extract from log:—

At 1:30 P.M. trimmed, drew the fires forward, and got the steam up: 2:30, shortened sail and proceeded in chase of a brigantine; altered courses requisite in chase: 4:30, passed a Spanish line-of-battle ship and two frigates steering to the westward. Brigantine showed American colours; fired a blank cartridge to make her heave-to: 4:40, fired a shot astern: 4:45, fired a shot: 4:50, brigantine hove-to: 5, spoke the brigantine "Tanner," from New Orleans to Boston.

Remarks:—When first observed she was under easy sail: our colours being shown, she shortly afterwards hoisted the American flag, and made sail, apparently endeavouring to escape.

The breeze being strong, she gave us a long chase to windward, and took no notice of our blank cartridges. A shotted gun was then fired, when she hauled down her main-topmast staysail, but hoisted it immediately. A second shot sent nearer made her heave-to.

She was detained ten minutes from the time of her heaving-to. I did not board, as I saw white women on board.

(Signed) C. VESEY, *Commander.*

No. 185.

Commodore Kellett to the Secretary to the Admiralty.

(Extract.)

"Imaum," at Jamaica, June 9, 1858.

I HAVE the honour to transmit herewith, for the information of the Lords Commissioners of the Admiralty, an attested copy of the decree of condemnation in the case "The Queen against a certain schooner or vessel called the 'Cortes,' nation unknown, &c., taken and seized by Her Majesty's gun-boat 'Forward.'"

Inclosure 1 in No. 185.

Decree.

In the Vice-Admiralty Court of Jamaica.

AT a Court holden at the town of Saint Jago de la Vega, in the Island of Jamaica, on Friday the 14th day of May, in the year of our Lord 1858, before the worshipful Bryan Edwards, Esquire, Judge and Commissioner of the Vice-Admiralty Court of Jamaica, lawfully constituted and appointed.

Our Sovereign Lady the Queen against the schooner or vessel called the "Cortes," nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by Henry Davies, Esquire, Lieutenant and Commander of Her Majesty's steam gun-boat "Forward."

In pain of parties cited not appearing, Heslop, Attorney-General, referred to the monition heretofore brought in, duly executed, and also to the affidavit of Jabez Henry William Rowlett, second master of and belonging to Her Majesty's steam gun-boat "Forward," heretofore exhibited and remaining in the registry of this Court, and to the application of Henry Kellett, Esquire, Commander of the Bath, the Commodore and

senior naval officer at the time on this station, of date the 12th day of May, 1858, also remaining in the said registry.

The Judge at his petition having heard the said affidavit read, on his motion as Counsel on behalf of Her Majesty, by interlocutory decree, pronounced the said schooner or vessel "*Cortes*," nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, and as such, by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the said schooner or vessel "*Cortes*," nation unknown, her tackle apparel, and furniture, and the cargo laden therein, and brought to Jamaica accordingly.

And further pronounced that the said cargo should be sold, and that the said schooner or vessel should be broken up and be entirely demolished, and that the materials thereof should be sold in separate parts, as in and by law in such case made and provided, on or after the 1st day of July, in the year of our Lord 1858, unless in the meantime the said schooner or vessel shall be taken into Her Majesty's service, upon payment of such sum as the Lords Commissioners of the Admiralty shall deem a proper price for the same, there being at present on this station no officer authorized to determine whether the said schooner will or will not be required for Her Majesty's service.

No. 186.

Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty.

"*Indus*," at Sea, Lat. 40° 11' N., Long. 62° 57' W.,
June 21, 1858.

(Extract.)

REFERRING to former letters relative to affairs on the coast of Cuba, I inclose copies of two other letters I received from Commander Peel, on the subject of boarding American vessels, in which he denies the conduct imputed to him in some American newspapers.

Inclosure 1 in No. 186.

Commander Peel to Vice-Admiral Sir H. Stewart.

Sir, "*Buzzard*," at Sea, Lat. 23° 12' N., Long. 80° 5' W., June 5, 1858.

I HAVE the honour to acknowledge the receipt of your Memorandum of the 27th of May, together with extracts from correspondence between the Captain-General of Cuba and Mr. Crawford, Her Majesty's Consul-General at Havana, concerning a complaint made of vessels having been boarded in the port of Sagua la Grande, and beg to make the following report:—

On the afternoon of the 2nd of May, on my way to Lobos Cay, for the purpose of landing there materials for erecting a lighthouse, I observed a large vessel lying just inside white water, and, supposing the vessel to be on shore, I immediately bore up for the purpose of rendering assistance had it been required. On closing the vessel I hoisted colours and anchored near her, distant about 400 yards, she being from two to three miles outside any cay, and at a very unsafe and exposed anchorage. The vessel having hoisted no colours, I sent a boat on board to ask the master if he would hoist them. He, in a most insolent manner, refused. The officer then returned to the "*Buzzard*," and reported to me what had occurred. I then went on board the vessel myself, accompanied by Mr. Akaster, master, when the refusal to hoist colours was still persisted in, and I was told by the master of the merchant-ship that "if I wanted to see them I had better go aft and see them on the deck." This I, of course, declined doing. I then said, "As I see no Spanish flag on any cay, or Spanish authority to whom I can report you, I consider it my duty to make you hoist your colours;" which, after a great deal of demurring, was done. She proved to be the "*Clarendon*," of New York. At the moment of my leaving the "*Buzzard*" to board the "*Clarendon*," two small cutter-rigged vessels were observed coming out from among the innumerable cays towards the "*Clarendon*," both of which, on seeing a boat leave the "*Buzzard*," bore up. My suspicions being thus aroused, I directed Lieutenant St. Clair to bring them to and board them, when they proved to be laden with sugar, and having papers stating that it was for the "*Clarendon*." The master of the "*Clarendon*" stated that it was not for his ship.

I must now inform you that I was at that time in possession of very good information of a full slaver being expected to land her cargo on some of these cays, and also that there was a vessel fitting out there for the Slave Trade, which latter vessel, to the best of my belief, is there at this instant, having up to the present time been unable to proceed to sea in consequence of the frequent visits of the "*Buzzard*" off those cays.

Two brigantines were also observed at anchor inside the outer cays, which I ordered Mr. Mourilyan, second lieutenant of this ship, to go in and examine, which he did, and at the same time, other vessels he found anchored near them, which were not seen from the ship, were also boarded.

Lieutenant Mourilyan, in his report to me (a copy of which I inclose), states that he was never warned that his boarding them was illegal, that he was told by some that they were twenty miles from Sagua la Grande, that no depredation of any kind was committed, that in one case only was anything touched, when on board one of the vessels the master himself produced a gimlet to bore into a sugar-box.

I observe that the Captain-General has called the boarding a vessel under one of those cays, "a violation of territory, and a grave national offence." Permit me to remark that, in many cases, these cays are but little more than sand-banks, with neither house, flag, nor anything to show to what nation they belong, and since, by running in under them, a slaver would be safe from a vessel of the "*Buzzard*'s" draught of water, I thought it my duty to send boats to reconnoitre inside.

In regard to the schooner said to have been fired at, the Captain-General must have been misinformed. She was not entering any port, but running between two cays; one shot was fired over her, but in no way near her; and when the officer found that the passage was too narrow for the schooner to heave-to, he ceased firing. I beg to acquaint you that my cruising-ground is from Matanzas to Cay Francis, in many parts of which it

REPORTS FROM NAVAL OFFICERS.

will be seen by the chart that it is impossible for a vessel of the "Buzzard's" draught of water to approach the coast within a distance of from nine to nineteen miles.

It is my firm opinion that many vessels engaged in the Slave Trade are fitted out under these cays that cannot be approached by cruisers: I may add that whilst I have frequently observed vessels at anchor within these sand-banks, I have never, within the limits of my cruising-ground, found a Spanish flag flying, or any person of authority with whom I have been able to communicate; consequently I have been unable to examine many vessels within those cays which I have not the least doubt were engaged in some unlawful traffic.

I have, &c.
(Signed) FRANCIS PEEL.

Inclosure 2 in No. 186.

Lieutenant Mourilyan to Commander Peel.

Sir,

"Buzzard," June 3, 1858.

IN compliance with your Memorandum of the 3rd instant, I have the honour to report, that by instructions received from you on Sunday the 2nd May last, to board and examine the papers of vessels at anchor inside the cays (name unknown to me), I proceeded to do so, and boarded the vessels named below. I asked the usual questions as to where they were from, bound, and belonging. I also went below on board two or three, previously asking permission of the captain or mate.

On board the Spanish barque "Joaquina Britoria," I asked the captain if I might examine a case of sugar; he gave me full permission, and offered a gimlet for the purpose of boring a hole, which I did, and found it to contain sugar.

The papers of all the vessels were stated to be with the Consular Agent at Sagua la Grande, about twenty miles inland. I ascertained the name of the anchorage to be Boca la Grande, and that the town Sagua la Grande was twenty miles up a river.

I have also to state that I was warned by no person as to my proceedings being illegal.

I have, &c.
(Signed) W. H. S. MOURILYAN.

Inclosure 3 in No. 186.

List of the Vesse's boarded on the 2nd of May, 1858.

Name.	Colours.	Rig.
S. T. Thurston	American	Brig.
Alruccabah	Ditto	Brigantine.
Thos. Acorn	Ditto	Ditto.
Lattle Rick	Ditto	Schooner.
Maria Tribou	Ditto	Brigantine.
C. F. O'Brien	Ditto	Ditto.
John A. Taylor	Ditto	Ditto.
Joaquina Britoria	Spanish	Barque.
Gratto	American	Ship.
Marta Gilchrist	Ditto	Brigantine.
John Howe	Ditto	Barque.
W. H. Chandler	Ditto	Ditto.

Inclosure 4 in No. 186.

Commander Peel to Vice-Admiral Sir H. Stewart.

Sir,

"Buzzard," Matanzas, June 6, 1858.

I HAVE the honour to acknowledge the receipt of your letter of 27th of May, in which you state that you observe in American newspapers that several vessels carrying the United States' flag have been boarded unnecessarily. I beg to state for your information, that when I have boarded any American vessel at sea, I have always had my suspicions that she was not a legal trader, and, at the same time, I have always ordered the boarding-officer to behave in a mild, courteous manner. No hatch has ever been touched, and the vessel never been detained longer than was absolutely necessary. The officer has also offered to put in their papers the time of detention, and by what ship detained, which no American master has ever wished to be done.

Nearly every American vessel that I have detained, the boarding-officer has been treated with great incivility.

Concerning the vessel now at Sagua, or near that place, I have very good information that she left Havana under Spanish colours, and that now she is at Sagua, flying American. By this you will observe that the flag is no criterion to judge what is a lawful trader. Her name is the "Maria Tribou;" and I am of opinion that more vessels leave Spanish ports on the coast of Cuba, concerned in the Slave Trade, under American colours, than do under the colours of any other nation.

I have, &c.
(Signed) FRANCIS PEEL.

Inclosure 5 in No. 186.

Commander Peel to Vice-Admiral Sir H. Stewart.

Sir, "Buzzard," June 7, 1858.
I HOPE you will excuse the liberty I have taken in writing a private note to you, but when I see such unfounded lies in a foreign paper, I consider it only justice to myself to clear my own character before my Commander-in-chief.

The ship "Clarendon" was in no port whatever; the officer never proceeded to the cabin, or went off the quarter-deck; he did not command, but only civilly asked for the colours to be hoisted; the papers were never asked for; the "Buzzard" never fired either blank or shot near or at the "Clarendon." Captain B., as he is called in the paper, never asked me to go in the cabin, and no officer of the "Buzzard" ever moved one inch abaft the mainmast. I had no pistol, nor any arm whatever besides my sword, which I never attempted to draw; no force was used, nor did any foremast-man of the "Buzzard" ever go on board the said ship.

I have, &c.
(Signed) FRANCIS PEEL.

No. 187.

Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty.

(Extract.) "Indus," at Halifax, July 1, 1858.

REFERRING to my letter of the 21st of June, relative to the Slave Trade on the coast of Cuba, I transmit the copy of a letter addressed to Commodore Kellett by the Commander of the "Styx," which I received by the West India packet on the 24th June, reporting his proceedings, and reporting what steps he had taken in consequence of the Captain-General's complaint of vessels having been boarded at Sagua la Grande, by a boat from Her Majesty's ship "Buzzard." Their Lordships will thus be in possession of all the information I have as yet received, with respect to the proceedings of the cruisers round Cuba.

Inclosure in No. 187.

Commander Vesey to Vice-Admiral Sir H. Stewart.

Sr, "Styx," Havana, May 9, 1858.
IN a postscript to my letter of the 7th, I informed you that a complaint had been made by the Spanish authorities, about a boat of the "Buzzard" having entered the harbour of Sagua, and boarded vessels in Spanish waters, in violation of the Treaty between Great Britain and Spain.

In company with Mr. Crawford, the Consul-General, I waited upon General Concha, the Captain-General of Cuba, and expressed my regret that anything should have taken place which could give offence to the Spanish authorities, and assured his Excellency that I would take immediate steps to put a stop to it. I also requested his Excellency to refrain from further proceedings until I had heard from Commander Peel; and told him that, if necessary, I would go there myself as soon as it was possible for the "Styx" to put to sea, but that as a Spanish man-of-war was under orders for Sagua, I would, with his permission, send by her an order to the officer in command of the boat, to withdraw from the vicinity of Sagua, and would also send instructions to Commander Peel. His Excellency was good enough to allow this, and then said that he had never received information as to the English cruisers on this coast, in accordance with the terms of the Treaty.

I assured his Excellency that all English ships of war on this coast were furnished with warrants, and that the Spanish Government must have been informed of it, though it might not have been communicated to him.

On leaving the Captain-General, I immediately dispatched an order to the "Buzzard's" boat to rejoin her ship, and also sent instructions to Commander Peel not to allow his boat to cruise, until he had communicated with me.

I inclose you copies of the correspondence between the Captain-General and Her Majesty's Consul-General, which have been kindly furnished me by Mr. Crawford, and I have to remark that in that correspondence a complaint is made, "that Spanish vessels are boarded by an officer under the rank of Lieutenant, who is not furnished with the proper authority." With regard to this charge, I beg to say that, in conversation with the officers under my orders, I have always impressed upon them the necessity of strict compliance with the instructions under which they act, and particularly in regard to this matter; and in this ship, the

CLASS A.

2 K

Boarding officer has always been furnished with written instructions from me, and also with copies of the different warrants necessary.

I may reasonably presume that other commanding officers do the same; and, in the absence of information, suppose that Commander Peel sent Mr. Broughton in charge of the boat, because one of the Lieutenants was ill, or for some other good reason. It is said that the men landed in different dresses, and that the inhabitants were much alarmed. Not having received any communication from the "Buzzard," it is impossible for me to reply to this; but I think it right to tell you that his Excellency informed me himself that a full slaver was expected at Sagua, and that he had intended asking me to have the place watched. This will, in a measure, account for the great anxiety shown by the inhabitants, and, I think, may have caused some exaggeration in the statements made.

I trust that this may be the case; for, just at present, there is a very strong feeling exhibited by both Spaniards and Americans about their vessels being boarded; and commanding officers of Her Majesty's cruisers cannot be too careful in carrying out their instructions. I have thought it my duty to give you the earliest intelligence of this complaint.

I believe that the Spanish authorities are fully satisfied that it was quite unintentional, and, perhaps, made a little more of than was requisite. The slaver, having discovered our rendezvous, I have changed it; and, in future, am to be found off Cay Sal, at the south-west end of the bank, on the 1st, 10th, and 20th of each month.

I have, &c.
(Signed) C. VESRY.

No. 188.

Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty.

Sir,

"Indus," at Halifax, July 14, 1858.

I TRANSMIT herewith, to be laid before the Lords Commissioners of the Admiralty, the copy of a letter and its inclosures which I have received from Commander Vesey of the "Styx," reporting fully all details of his proceedings on the coast of Cuba, as called for by their Lordships, with respect to firing at, boarding, or detaining vessels under foreign colours on suspicion of being engaged in the Slave Trade.

I have, &c.
(Signed) HOUSTON STEWART.

Inclosure 1 in No. 188.

Commander Vesey to Vice-Admiral Sir H. Stewart.

(Extract.)

"Styx," at Halifax, July 13, 1858.

I HAVE the honour to acknowledge the receipt of your Memorandum of 17th of June, ordering me to report fully all details of every case in which I have either fired at, or boarded, vessels under foreign colours; also the rank of the boarding officer, and under what instructions I acted.

Whilst forwarding the accompanying document, I have to state, 1st, that the firing at vessels has been for the purpose of making them show their colours, or else as a signal to heave-to, and has always in the first instance, and often in the second and third, been with blank cartridge; and in no case, except that of the "Emilia" (prize), have shot or shell been fired direct at a vessel. The seeming determination of masters of vessels to try and escape examination has led them, in many cases, to make sail and give us a long chase; in others, they have refused to hoist their colours, and, as I have thought it my duty to insist on the latter, a large expenditure of blank cartridge has been the result; I have, therefore, when near enough, used blank musket cartridge, and in only one instance has ball been fired. I allude to the case of the "Mobile" (especially reported at the time). This vessel would not heave-to, and, as I had strong suspicion of her, I considered it my duty, as set forth in Section 5, Article 3, of the Instructions, to force her to do so. I stood by the guns who fired, and ordered him to fire high. I can state positively from the elevation given she was not struck in the hull, and there were no men aloft at the time; even if she had been struck, I submit that my instructions would not have been exceeded, as I had resorted in vain to every other means of effecting the visit. A duplicate of my special report in this case was forwarded to the Admiralty, according to the Instructions.

2. I have never boarded vessels unless, from their movements or otherwise, I have had reasonable grounds for suspicion, and, with one exception, have never searched or opened the hatches of any vessel carrying the colours of a nation with whom Great Britain has no Treaty. That exception was a vessel going to fit, and since fitted, for a slaver, but I could not then detain her. Between 1,500 and 2,000 have been seen by this ship: out of these 111 have been boarded or examined by running alongside, and as I had information of no less than 29 vessels running under the colours of a nation with whom Great Britain has no Treaty, I respectfully submit that, in performing my duty strictly, I could hardly do less. I could inclose a list of these suspected vessels, but some names have already been sent by me, and Her Majesty's Government has sufficient information about American vessels employed in the Slave Trade, to prove that my suspicions had foundation.

3. The two lieutenants and the master have been the boarding officers from this ship, except on one or two occasions when these officers were sick or on duty, and then it has been performed by the officer next in rank. Officers have always boarded with copies of the warrants in my possession, and also with written orders from me, of which I have the honour to inclose a copy.

4. The instructions under which I have boarded are those for the suppression of the Slave Trade, Sections 4 and 5, Articles 1 to 6. In Section 5, Article 1, I am ordered to board any vessel which I suspect of fraudulently assuming a flag to which she is not entitled, and I beg to call attention to Article 6 of the same

Section, as showing that an officer does not require absolute proof of a vessel being engaged in the Slave Trade before boarding her.

In my letter of the 27th of May, I stated to Commodore Kellett that I was unable to make a special report in the case of each vessel boarded, partly from the great number of vessels fallen in with, and partly from the amount of writing and other duty I had to perform, and that I could only send in the reports of cases in which complaint had been made.

Inclosure 2 in No. 188.

Memorandum.

YOU are hereby required and directed to proceed on board the , name unknown, and make due inquiry as to whether she is engaged in the Slave Trade, contrary to the Treaty between Great Britain and , and you will be careful, whilst so doing, to act strictly in accordance with the instructions for the suppression of the Slave Trade.

You will board with your colours flying, and not allow the boat's crew on board, unless necessary.

You will strictly examine the vessel's papers, before proceeding to search, and you will not open the hatches, unless you have good reason for suspecting her.

■ If the vessel is a lawful trader, you will, before leaving, ask the master if he has any complaint to make, and if so, if he will put it in writing.

■ You will also offer to enter in the log a statement of proceedings on board, and, in case the offer is accepted, state the exact time the vessel was detained.

Given under my hand, on board the "Styx," this

day of

(Signed)

C. VESEY, *Commander.*

Inclosure 3 in No. 188.

Return of Foreign Vessels Brought-to, Boarded, or Detained, by Her Majesty's ship "Styx," suspected of being engaged in the Slave Trade.

Date.	Where.	Name.	Under what colours.	Description.	Where		Cause of suspecting vessel to be engaged in the Slave Trade.	Whether fired at.	Whether brought-to, or boarded.	Rank of the Boarding Officer.	Communication held with the Master, &c.
					Brought.	Belonging.					
1868	Off St. Jago da Cuba	Minnie Miller	American	Brig	Trinidad	Columbia	Boarded, to ask for information	No	Boarded during a calm	Lieutenant	Usual questions asked on boarding, for information; weather calm; ship not detained.
" 13	"	Mamed	Spanish	Ditto	Port-au-Prince	St. Domingo	Suspicious appearance	Ditto	Ditto	Ditto	Usual boarding questions.
" 13	"	Cadero	Ditto	Schooner	St. Jago da Cuba	"	Attempted to run on shore, carrying a cargo for slaves	Yes, with shot	Boarded	Ditto	Examined; could not be detained.
" 17	Off Point Grano	Mendi	American	Barque	"	New York	Attempted to pass forward, and refused to show colours	Ditto	Ditto	Ditto	Asked questions, and would not show his colours.
" 19	"	Favreite	Ditto	Brigantine	New York	"	Boarded at night, and suspicious movements	No	Ditto	Ditto	Usual boarding questions.
" 20	Off Isagua Island	John Morris	Ditto	Barque	Swan's Island	New York	Calm boarded twice, from suspicious appearance	Ditto	Boarded twice	Male	Usual questions, and questioned why bound to Barry Cays.
" 21	"	Hansom Gregory	Spanish	Brigantine	Havana	Porto Rico	Suspicious appearance	Ditto	Boarded in British waters	Lieutenant	Usual questions.
" 27	"	Victorious	Ditto	Brig	Ditto	"	Suspicious appearance; very dirty outside	Yes, blank	Boarded	Ditto	Ditto.
" 27	"	Ascension	Ditto	Brigantine	Nuevitas	"	Suspicious appearance	Ditto	Ditto	Ditto	Questioned and searched.
" 28	"	Charles Martell	French	Ship-steamer	Havana	"	None	No	Ditto	Male	To send despatches to Havana.
Mar. 6	"	Trade Wind	American	Schooner	Ditto	New York	Night, could not observe colours	Ditto	No	"	Hailed.
" 10	"	Star of the West	Ditto	Mail-steamer	New York	Ditto	None	Ditto	Boarded	Ditto	Mail-steamer; stopped to communicate.
" 19	Between Matanzas and Havana	Francis Queta	Spanish	Brig	Havana	Sanguana	Suspicious movements and appearance	Yes, with shot	Ditto	Lieutenant	Questioned and searched.
" 20	"	Sierra Nevada	American	Barque	Mareilles	Brunswick	None	No	Boarded, not detained	Ditto	Friendly communication, to ask for newspapers.
" 20	"	Francis Newton	Ditto	Brigantine	Boston	Buckport	Answered description of suspected vessel	Yes, with shot	Boarded	Ditto	Usual questions.
" 21	"	General Cliff	Ditto	Barque	Havana	New York	None	No	Ditto	Ditto	Boarded in calm weather, to ask for intelligence.
" 21	"	Cometa	Spanish	Cutter	Sagua	Havana	Ditto	Ditto	Ditto	Midshipman	To get fish.
" 21	"	Burlinton	American	Barque	Mareilles	Bath	Ditto	Ditto	Ditto	Male	Gave us information of the "Emilia" slave.
" 21	"	N. B. Borden	Ditto	Schooner	Savannah	Full River	Answered description of a slave, and supplied movements	Yes, with shot	Ditto	Ditto	Special report sent in.
" 21	"	Jusula	Spanish	Ditto	Cardenas	Cardenas	Suspicious appearance	Yes, blank	Ditto	Lieutenant	Detained.
" 21	"	Letora	Ditto	Ditto	Meca	Havana	Ditto	Ditto	Ditto	Master	Attempted to send her, but she escaped during the night.
" 22	"	Name unknown	None	Ship	Mareilles	Ditto	Information	Yes, with shell	Ditto	Lieutenant	Captured.
" 22	"	Telegraph	Swedish	Brigantine	Coves	Swanwall	None	No	Ditto	Ditto	Boarded for information.
" 23	"	Elise Charlotte	Prussian	Brig	Bremen	Bremen	Ditto	Ditto	Boarded during a calm	Ditto	Asked for intelligence.
" 24	"	Ewratod	Spanish	Ditto	Havana	Barcelona	Suspicious appearance	Yes, with shot	Boarded	Ditto	Usual questions.
" 24	"	Montgomery	American	Ditto	New York	Dumfries	None	No	Ditto	Ditto	Friendly visit.

Return of Foreign Vessels, &c.—continued.

Date.	Where.	Name.	Under what colours.	Description.	Where		Cause of suspecting vessel to be engaged in the Slave Trade.	Whether fired at.	Whether brought-to, or boarded.	Rank of the Boarding-Officer.	Communication held with the Master, &c.
					Bound.	Relonging.					
1868	Between Malanzas and Havana	Manie Miller	American	Brig	New York	Columbia	None	No	No	...	Hailed.
" 26	"	Nuero Irgre	Spanish	Brigantine	Charleston	Barcelona	Suspicious appearance	Yes, blank	Boarded	Lieutenant	Usual questions.
" 26	"	Cadence	Ditto	Ditto	Barcelona	Ditto	Ditto	No	Ditto	Ditto	Ditto.
" 26	"	Princess	Ditto	Brig	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto.
" 26	"	Teresa	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto.
" 26	"	Guillermo	Ditto	Ditto	Buenos Ayres	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto.
" 27	"	Lomas	Ditto	Ditto	Malaga	Malaga	Ditto	Ditto	Ditto	Ditto	Ditto.
" 27	"	Uncle Sam	American	Barque	Charleston	Charleston	None	Ditto	Ditto	Ditto	To ask for information, it being calm.
" 27	"	Moses Taylor	Ditto	Ship	Boston	Boston	At night suspicious	Ditto	Ditto	Male	Usual questions; weather calm.
" 28	"	Anna	Ditto	Barque	New York	New York	Answered description of vessel suspected	Ditto	Boarded during light breeze	Lieutenant	Usual questions.
" 28	"	Quantin Mayers	French	Ditto	...	Avvers	None	Ditto	Boarded	Ditto	To obtain news.
" 30	"	Ellisbetto	American	Brigantine	Philadelphia	Camden	Answered description of vessel suspected	Yes, blank, to make her show colours	No	...	Hailed.
" 30	"	Sea Belle	Ditto	Ditto	Boston	Boston	Ditto	Ditto	Ditto	...	Ditto.
" 30	"	O. C. Gary	Ditto	Ditto	Ditto	Camden	Ditto	Ditto	Ditto	...	Ditto.
" 30	"	Jessa	Ditto	Ditto	Carlsruhe	Boston	Suspicious movements	Yes, blank	Boarded	Ditto	Usual questions.
Apr. 4	"	Clare	Spanish	Brig	Havana	Bremen	Answered description of a slave	No	Ditto	Ditto	Usual questions, and searched.
" 4	"	Azores	American	Ditto	Ditto	Rockland	None	Ditto	No	...	Hailed.
" 4	"	Salvador	Spanish	Ditto	Barcelona	Barcelona	Strongly suspected	Ditto	Boarded, calm weather	Ditto	Usual questions.
" 4	"	Miguel	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto.
" 4	"	Napoleon	Ditto	Brigantine	Havana	Cardenas	Ditto	Ditto	Ditto	Ditto	Ditto.
" 4	"	Almaria	American	Ditto	Ditto	Hampden	None	Ditto	Ditto	Ditto	Usual questions, and asked for intelligence.
" 5	"	Genoa	Ditto	Ship	New Orleans	New York	Ditto	Ditto	No	...	Hailed.
" 5	"	Confiance	Ditto	Ditto	New York	Ditto	Ditto	Ditto	Ditto	...	Ditto.
" 6	"	John Glanville	Ditto	Schooner	Ditto	Jamaica	Answered description of suspected vessel	Ditto	Boarded during a calm	Ditto	Usual questions.
" 6	"	Margaretta	Ditto	Brigantine	Ditto	Booth Bay	None	Ditto	No	...	Hailed.
" 6	"	Lyn	Ditto	Barque	Ditto	New York	Ditto	Ditto	Ditto	...	Ditto.
" 6	"	Expres	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	...	Ditto.
" 6	"	Antia	Spanish	Brigantine	Barcelona	Elvira	Answered description of suspected vessel	Ditto	Boarded	Ditto	Usual questions.
" 6	"	Petia	Ditto	Barque	Hamburgh	Havana	None	Ditto	No	...	Hailed.
" 6	"	Diego de Leon	Ditto	Brig	Callis	Dania	Suspicious-looking	Ditto	Boarded	Ditto	Usual questions.
" 11	Malanzas to Elbow Cay	Argo	American	Brigantine	Portland	Bath	None	Ditto	No	...	Hailed.
" 11	"	Frederic	American	Brig	Havana	Trieste	Ditto	Ditto	Ditto	...	Ditto.

Returns of Foreign Vessels, &c.—continued.

Date.	Where.	Name.	Under what colours.	Description.	Where		Cause of suspecting vessel to be engaged in the Slave Trade.	Whether fired at.	Whether brought-to, or boarded.	Rank of the Boarding-Officer.	Communication held with the Master, &c.
					Bound.	Belonging.					
1859											
Apr. 15	Mexico to Elbow Cay	Germania	Hamburg	Schooner	Bremen	Hamburg	None	No	No		Hailed.
" 24	Florida Channel	John P. Hooper	American	Brigantine	Boston	Baltimore	Ditto	Yes, to make her show colours	Ditto		Eight wind.
" 24	Ditto	Tom Clavin	Ditto	Barque	Ditto	Boston	Ditto	No	Ditto		Hailed.
" 24	Ditto	Ann Elizabeth	Ditto	Ditto	New York	Philadelphia	Ditto	Ditto	Ditto		Ditto.
" 24	Ditto	Parvett	Ditto	Ditto	Palosoth	Baltimore	Ditto	Ditto	Ditto		Ditto.
" 24	Ditto	Overman	Ditto	Ditto	New York	New York	Ditto	Ditto	Ditto		Ditto.
" 24	Ditto	Sensen	Ditto	Brigantine	Boston	Myrid	Ditto	Ditto	Ditto		Ditto.
" 24	Ditto	Poppe	Spanish	Barque	Santander	Barcelona	Suspected of being the "Venus"	Ditto	Boarded	Lieutenant	Usual questions.
" 24	Ditto	Estelle	American	Brigantine	Charleston	Banger	None	Ditto	No		Hailed.
" 24	Ditto	Horton	Ditto	Barque	New York	Ricodius	Ditto	Ditto	Ditto		Ditto.
" 24	Ditto	Lacy Ann	Ditto	Ditto	Ditto	Newport	Ditto	Ditto	Ditto		Ditto.
" 24	Ditto	Bona Sol	Spanish	Ditto	Santander, St. Sebastian	Santander	Suspected, from the number of people on board	Ditto	Boarded	Ditto	Crew and passengers, 53 in number, mustered
" 24	Ditto	Hannibal	American	Morte-barque	Pernambuco	Sulphur, V. Q.	Answered description of a barque flying out	Ditto	Ditto	Ditto	Usual questions.
" 24	Between Matanzas and Havana	March Tribon	Ditto	Brigantine	Sagua la Grande	East Tribon	Information	Yes, blank,	Ditto		Hatches lifted, has since fitted for a slave
" 27	Ditto	Baler	Ditto	Ditto	Tampico	New York	Very suspicious-looking.	Yes, with shot	Brought-to, and boarded after a long chase	Ditto	Captain very insolent; the vessel and crew mustered, carrying arms to Tampico, for the insurgents
" 29	Ditto	Modile	Ditto	Schooner	New York	Ditto	Answered description of a slave about to sail	Yes, with rifle-ball	Boarded	Ditto	Special report sent.
May 1	Ditto	Asia	Spanish	Barque	Cadix	Cadix	Answered description of "Venus"	No	Ditto	Ditto	Usual questions.
" 4	Ditto	Princess Santandos	Ditto	Ship	Vapraiso	Santander	Information	Ditto	Ditto	Ditto	Searched.
" 5	Ditto	Asia	Ditto	Schooner	Havana	Havana	Answered description of a suspected vessel	Ditto	Ditto	Ditto	Usual questions.
" 5	Ditto	Grand Turk	American	Barque	Philadelphia	Bluehill	None	Ditto	No		Hailed.
" 5	Ditto	Brothers	Ditto	Ditto	New York	Harpwell	Ditto	Ditto	Ditto		Ditto.
" 5	Ditto	P. G. Alexander	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto		Ditto.
" 6	Off Havana	Argothen	Sardinian	Brig	Cocos	Genoa	Ditto	Ditto	Boarded	Ditto	To obtain information.
" 21	North-west end of Cuba	Neiel	American	Brigantine	New York	New York	Ditto	Ditto	No		Hailed.
" 21	Ditto	Saml. Christman	Ditto	Schooner	Ditto	Ditto	Ditto	Ditto	Ditto		Ditto.
" 21	Truro	Paisaki	Ditto	Brig	Ditto	Ditto	Ditto	Ditto	Ditto		Ditto.
" 13	Ditto	Virginia	Ditto	Schooner	Ditto	Ditto	Ditto	Ditto	Ditto		Ditto.
" 14	Off Bahia Honda	Tanner	Ditto	Brigantine	Boston	Brook Haven	Answered description of vessel suspected	Yes, shot	Brought-to		Hailed: special report sent in.
" 15	Off Havana	Hope	Ditto	Ship	Havana	New York	None	No	No		Hailed.
" 17	Ditto	Marsden	Ditto	Barque	Sagua la Grande	Ditto	None	Ditto	Ditto		Ditto.

Return of Foreign Vessels, &c.—continued.

Date.	Where.	Name.	Under what colours.	Description.	Where		Cause of suspecting vessel to be engaged in the Slave Trade.	Whether fired at.	Whether brought on board.	Rank of the Boarding-Officer.	Communication held with the Master, &c.
					Bound.	Belonging.					
1855 May 17	Off Havana	Celia Manuella	Spanish	Schooner	Cape Morias	Havana	Answered description of vessel suspected	Yes, blank.	Boarded	Lieutenant	Usual questions.
" 18	Ditto	Constanta	Ditto	Barque	Havana	Cadix	Ditto	No	Ditto	Ditto	Ditto.
" 19	Florida Channel	Ariel	American	Brigantine	Ditto	Newport	None	Ditto	No	Ditto	Failed.
" 19	Ditto	Felipe y Vicente	Spanish	Barque	Ditto	Bilboa	Answered description of vessel suspected	Ditto	Boarded	Ditto	Usual questions.
" 19	Ditto	Crocker	American	Schooner	Franklyn	Franklyn	None	Ditto	Ditto	Ditto	Asked for information, and received a present of some tea.
" 19	Ditto	Naves	Ditto	Barque	Galveston	Boston	Ditto	Ditto	Ditto	Ditto	Boarded during a calm, for news.
" 20	Ditto	Helen Jane	Ditto	Brig	Boston	Ditto	Ditto	Ditto	Ditto	Ditto	Ditto.
" 20	Ditto	Nearins	Ditto	Brigantine	New York	New York	Ditto	Ditto	Ditto	Ditto	Ditto.
" 21	Ditto	Tropic	Ditto	Ship	New Orleans	Kennebunk	Ditto	Ditto	No	Ditto	Hailed.
" 21	Ditto	F. King	Ditto	Schooner	Jackson Villa	Tenison	Ditto	Ditto	Boarded during a calm	Ditto	Tried to purchase stock.
" 21	Ditto	Howe	Oldenburgh, German	Brig	Falmouth	Oldenburgh	Ditto	Ditto	Ditto	Ditto	Ditto.
" 21	Ditto	Idilian	American	Brigantine	New York	New York	Ditto	Ditto	Ditto	Ditto	Ditto.
" 26	Ditto	Abram	Ditto	Ditto	Ditto	New York	Ditto	Ditto	Ditto	Ditto	Boarded to obtain information.
" 27	Ditto	Dana	Spanish	Brig	Barcelona	Barcelona	Answered description of vessel suspected	Yes, blank.	Boarded	Ditto	Usual questions.
" 28	Ditto	Christopher Columbus	Ditto	Ditto	Ditto	Ditto	Ditto	No	Ditto	Ditto	Ditto.
" 29	Off Havana	A. A. Chapman	American	Brigantine	Havana	New Orleans	Ditto	Ditto	Boarded during light winds	Ditto	Ditto.
" 31	Ditto	Arabella	Ditto	Ditto	New York	New York	During the night, suspicious-looking	Yes, blank	Boarded, after a long chase	Ditto	Found to be an American, and left.
June 4	North-west end of Cuba	Otto Venus	Belgian	Brig	Antwerp	Antwerp	None	No	Boarded	Ditto	To obtain supplies.
" 9	Ditto	John Adams	American	Schooner	Whaler, cruising	Prince Town	Ditto	Ditto	To give information	Ditto	Gave her information.
" 14	Ditto	C. Maria	Spanish	Brig	Cadix	Baldov	Suspicious appearance	Yes, blank musket	Boarded	Ditto	Searched; found under very suspicious circumstances, but could not be detained.
" 17	Off Matanzas	Maida	Ditto	Ditto	Havana	Barcelona	Ditto	Yes, with shot	Ditto	Ditto	Searched, but no clearance, but could not be detained.
" 18	Ditto	Laurelia	American	Barque	Sagua la Grande	Boston	Answered description of vessel suspected	No	Ditto	Ditto	Usual questions, supposed to have fitted for a slave.
" 19	Off Havana	Miscellaneous	Spanish	Brigantine	Havana	Havana	Suspicious appearance	Ditto	Ditto	Ditto	Usual questions.

No. 189.

Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty.

(Extract.)

"Indus," at Halifax, July 14, 1858.

I TRANSMIT herewith, to be laid before the Lords Commissioners of the Admiralty, the copy of a letter addressed to Commodore Kellett by Commander Vesey, of Her Majesty's steam-sloop "Styx," on the 27th of May last, with reference to his proceedings on the coast of Cuba.

2. This letter gives the explanation called for by their Lordships relative to the late case of the American schooner "N. B. Borden," and also answers the complaints made with reference to the American schooner "Mobile," and other vessels mentioned in the inclosure to your letter of the 29th of May.

3. I also transmit the copies of other letters addressed to Commodore Kellett by Commander Vesey, detailing his proceedings on the coast of Cuba up to the moment of his departure thence to join my flag.

Inclosure 1 in No. 189.

Commander Vesey to Commodore Kellett, May 27, 1858.

[See Inclosure 1 in No. 184.]

Inclosure 2 in No. 189.

Report of the Boarding of the "N. B. Borden."

[See Inclosure 2 in No. 184.]

Inclosure 3 in No. 189.

Report of the Boarding of the "Mobile."

[See Inclosure 3 in No. 184.]

Inclosure 4 in No. 189.

Lieutenant Gould to Commander Vesey, May 25, 1858.

[See Inclosure 4 in No. 184.]

Inclosure 5 in No. 189.

Report of the Hailing of the "Tanner."

[See Inclosure 5 in No. 184.]

Inclosure 6 in No. 189.

Commander Vesey to Commodore Kellett.

(Extract.)

"Styx," off Havana, May 27, 1858.

IN my letter of the 9th of May, I had the honour of reporting to you that a misunderstanding had taken place at Sagua, between the boat of Her Majesty's ship "Buzzard" and the Spanish authorities. I also informed you that I had sent Commander Peel an order to withdraw his boat.

I have since seen that officer, and regret to find that Lieutenant Mourilyan, officer of the "Buzzard's" boat, exceeded his orders, and did give the Spanish authorities just grounds for complaining; he having gone into Sagua and boarded vessels there.

Mr. Broughton, mate, whose name was mentioned by the Captain-General, was not concerned in it, and was not in charge, as stated.

I have given the vessels here strict orders on the subject, and I believe that the Captain-General of Cuba was satisfied with my explanations.

Inclosure 7 in No. 189.

Commander Vesey to Commodore Kellett.

(Extract.)

"Styx," at Cay Sal, June 20, 1858.

I HAVE this day received two Memorandums from the Commander-in-chief calling upon me to furnish full particulars of my proceedings, particularly stating whether there were any grounds for the complaints made by masters of American merchant-vessels.

I have, Sir, already sent to you full particulars of my proceedings, with which, I suppose, the Commander-in-chief is by this time acquainted, and therefore I shall not send a vessel to Bermuda, as that is the only way I could communicate with him except through you.

I believe the last charge against me is that I shot a man and horse at Pensacola (a place I never was at), and really most of the charges are so absurd that I trust the Admiral will allow me to treat them with contempt. The statement about officers of this ship being drunk are gross falsehoods, and I only take notice of them because they are levelled at others besides myself.

I have always been on deck when a vessel was boarded, and can swear that no officer ever left this ship in that state, or that vessels were brought to contrary to the instructions. This ship never was at anchor off Sagua, and the barge "Chandler" has not been boarded by us. A boat from the "Buzzard" went on board her, and Commander Peel has sent a full report for the information of the Admiral.

The "Chandler's" case is the only one requiring a reply, as the others are only exaggerations about vessels being brought to when suspected.

The "Jasper" being away, I am unable to send Lieutenant Pym's statement.

I make it a rule never to board in person, unless the boarding officer has suspicions; and I have not been on board an American vessel since I have commanded the "Styx," though I have strictly searched several Spanish vessels.

Should the United States' Government have any charges to make against me, and the Commander-in-chief consider that the explanations already sent in are not sufficient, I feel confident I can at any time prove that what has been done was strictly in accordance with my instructions, and that I am entitled to the support of my superiors.

I shall keep both the gun-boats cruising in the Bahama Channel, and on Lieutenant Pym's return, will make him give a strict account of his proceedings. I am now going to cruise off Bahia Honda, as a full slaver is expected. On the 5th of July I shall call at Havana for water, and complete coals; on the 20th I intend to muster the gun-boats here, and shall then proceed to the north-west end of Cuba, and cruise round, arriving at Port Royal the first week in August. I have, therefore, to request that this ship's letters may be detained there.

Inclosure 9 in No. 189.

Commander Vesey to the Secretary to the Admiralty.

(Extract.)

"Styx," at Sea, Lat. 23° 42' N., Long. 82° 9' W., June 24, 1858.

I HAVE the honour of transmitting, for the information of the Lords Commissioners of the Admiralty, copy of a letter received yesterday, by Lieutenant Davies, of Her Majesty's gun-boat "Forward," and written by Commander Almy, of the United States' steamer "Fulton."

I have thought it advisable to communicate it immediately to their Lordships, and also to the Commander-in-chief, the Consul-General at Havana, Commodore Kellett, at Jamaica, and Commander Phayre, senior officer on the south side of Cuba.

I have given instructions to Lieutenant Davies, till further orders, to abstain from interfering in any way with vessels under the American flag.

I have also written instructions to Lieutenant Pym, of the "Jasper," to the same effect, and have sent the "Forward" to search for that vessel.

The "Buzzard" had previously been sent by me to Jamaica, but I warned Commander Peel to be careful about interfering with American vessels.

Commander Almy, of the "Fulton," also informed Lieutenant Davies that the "Styx," in chasing an American man-of-war, had shown Spanish colours. This is a mistake; the "Styx" has only fallen in with one American man-of-war: a small screw-steamer supposed to be the "Arctic." This vessel I closed to make her out. On observing an American ensign and pendant, I stopped the engines, and rounded to on the other tack. An English red ensign was flying at our peak, and I have never shown any but English colours.

No doubt their Lordships are astonished at the extraordinary accounts of our proceedings, as set forth in the American papers; they are gross exaggerations, and I believe the success of the squadron on this part of the station is the cause of the great animosity shown to us by the Americans at Havana. Only two charges are brought against this ship: the boarding of the "N. B. Borden" and the "Mobile." Statements of both these cases were forwarded to their Lordships on the 27th of May, before I had any communication on the subject.

The "Jasper" being absent, I have been unable to procure Lieutenant Pym's statement; the charges against him seem to be for bringing to, by force, vessels under the American flag. The instructions under which we acted, were those "for examining vessels suspected of fraudulently assuming a flag to which they were not entitled;" and that we had ample grounds for suspicion, is proved by my correspondence with Commodore Kellett, senior officer at Jamaica.

Nearly two-thirds of the vessels fallen in with were American; some, to annoy us, would not show their colours, and others made sail to excite our suspicions. We could not, therefore, always distinguish the lawful traders.

After the complaint about boarding at Sagua, I represented to the officers under me the necessity for great caution in carrying out their instructions, and I have reason to believe that my wishes were attended to. All the despatches I have received, as yet, have approved my conduct; and I have endeavoured to carry out the wishes of the Commander-in-chief, as expressed in the following extract of a letter from Commodore Kellett, received by me on the 29th May:—

"I have to request you will endeavour to communicate to the commanding officers of the ships employed to cruise for its suppression, that the preparations for prosecuting the Traffic are being more vigorously carried on throughout Cuba than they have been for some time past, and that the greatest vigilance and activity will be required on their part, in order to defeat, if possible, the efforts of the dealers."

Their Lordships may rest assured that, whilst maintaining the credit of the English flag, I will not, by any rash act, give cause of offence to the United States; and I trust that it will be apparent to their Lordships that the grossly exaggerated statements of the American press have emanated from the parties at Havana who have suffered by the activity of the squadron on the North Coast of Cuba, and who have used the basest means to disgrace me, and those serving under my orders.

Inclosure 10 in No. 189.

Commander Almy, U.S.N., to Lieutenant Davies.

Sir,

"Fulton," Matanzas, June 23, 1858.

HER Britannic Majesty's cruisers upon the coast of Cuba and adjacent waters have lately been in the habit of firing at, detaining, and searching American merchant-vessels, for the purpose of ascertaining whether or not those vessels are engaged in the Slave Trade.

Now, Sir, I have to protest against this, and to say that you must desist from it, and warn you accordingly. In the language of the Secretary of State of the United States (Honourable Lewis Cass), to Her Britannic Majesty's Minister at Washington (Lord Napier), "The United States deny the right of the cruisers of any other Power whatever, for any purpose whatever, to enter their vessels by force in time of peace. No such right is recognized by the Law of Nations."

Any attempt to detain and search an American vessel will be resisted by me with force to the utmost, before such unwarrantable outrage shall be perpetrated by one of Her Majesty's cruisers upon any vessel carrying the American flag.

You may say that you have orders from those in authority to pursue the course of stopping and searching those vessels which you have been doing: all that I have to say is, that I have positive orders to prevent you doing any such thing, which I shall most cheerfully and zealously obey.

Very respectfully, &c.

(Signed) JOHN J. ALMY.

No. 190.

The Secretary to the Admiralty to Mr. Fitzgerald.—(Received July 31.)

Sir,

Admiralty, July 30, 1858.

WITH reference to your letter of the 16th instant, and its inclosures, relative to certain charges brought by the masters of the American merchant-vessels therein mentioned, complaining that their vessels had been boarded by Her Majesty's cruisers on the coast of Africa and in the Gulf of Mexico, I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith, for the information of the Earl of Malmesbury, extracts from the reports of the officers in command of Her Majesty's cruisers, explaining, so far as any documents have been received in this office, the circumstances under which several of the said American vessels were boarded.

I am, &c.

(Signed) W. G. ROMAINE.

Inclosure in No. 190.

Memorandum relative to Complaints received from the United States' Minister with regard to certain American Vessels having been visited by British Cruisers.

*Admiralty, July 30, 1858.**Nature of Complaint.**Answer, according to information received at the Admiralty.*

No. 1.

"Hanover," schooner, Captain A. W. Cayes. Sailed from New York on 7th August, 1857, to trade on the coast of Africa for palm-oil.

On 17th September, when off Monrovia, with American flag flying, was ordered to heave-to by a British war-steamer, boarded, papers demanded, men bid aft, and roll called.

On the 17th of February, 1858, overhauled by another cruiser, again boarded, and examined.

On the 19th February, 1858, boarded by an armed boat from the steamer "Hecla," register demanded, and pronounced fraudulent. Schooner examined.

On the 7th of March again boarded from the "Hecla," obliged to show papers. Men called aft, and examined.

Boarded by the steamer "Brune," on 16th September, 1857, at sea, but not detained, as nothing suspicious was found on board.

Extract from the log of Her Majesty's steamer "Triton," off Aghwey, February 18, 1857:—

"4:40 A.M., observed a suspicious schooner standing out from the land. 6:15, stopped and boarded the American schooner 'Hanover,' of New York. No entry was required in her log; no complaint made."

Extract from log of Her Majesty's steamer "Hecla," off Jellicoffe, February 19, 1858:—

"10:50 A.M. Stopped, down cutter, and proceeded on board a fore-and-aft schooner; found her to be the American vessel 'Hanover,' of New York. No complaint made, and an offer of entry of boarding to be inserted in her log, declined."

No report of her having been boarded on March 7 by "Hecla."

Nature of Complaint.

On the 8th of March again boarded from the "Triton," the same proceedings repeated, and to frighten the captain, it was falsely reported that an American man-of-war was close at hand.

No. 2.

"J. Tinker," schooner, Captain G. Booth. Said to have been overhauled on 26th February, 1858, by "Forward," off Cape St. Nicholas Mole.

No. 3.

"Elmwood," barque, Captain J. Newdale. Said to have been chased for five hours on 8th April, 1858, by Her Majesty's ship "Buzzard;" fired at five or six times with loaded cannon; hove-to; boarded, and detained one hour.

No. 4.

"William H. Chandler," barque, Captain Albert Gage. At anchor in Sagua la Grande, on 2nd of May, 1858; boarded by a British officer from an armed boat, having a crew of twelve men. Papers demanded and examined.

No. 5.

"T. C. O'Brien," brig, Captain Edward Watts. At anchor in Sagua la Grande. On Sunday the 2nd of May, 1858, boarded, questioned, and papers demanded, as in the foregoing case.

No. 6.

"John Howe," barque, Captain C. A. Nicholls. At anchor at Sagua la Grande on the 2nd of May, 1858, boarded by a British officer, who came alongside in a boat manned by a crew of some twelve men. Papers demanded, examined, and questioned.

No. 7.

"J. Thurston," brig, Captain A. Lampher. Boarded under similar circumstances to above.

No. 8.

"Clarendon," ship, Captain John A. Bartlett. At anchor in Sagua la Grande; boarded from the British war-steamer "Buzzard," anchored near. Her papers demanded, and questions put. Her master replied that he was within jurisdiction of Spain, and repelled the officer's right. Obedience required, but declined. The officer retired, but returned soon after accompanied by his Commander, both armed. Papers again demanded, and again refused. The master and crew threatened with being taken prisoners, and the vessel to be taken as a prize.

The British officers again departed, but returned in about two hours with two large and two small boats, manned by eighty armed men. The same demands formally repeated, with threats of a guard being ordered on board. The master was resolute, and calling some of the boat's crew, said no stranger should command on board his vessel, and threatened to shoot the first man who came on board without his permission.

The British officers then left with menaces of future action.

Answer, according to information received at the Admiralty.

Boarded by the "Triton," at Adaffie, on March 8, but not detained. Commodore Wise, in a letter dated May 19, 1858, states, that in the Bights, the intention of the "Hanover" to ship a cargo of slaves has been frustrated, and that she has left the coast in despair.

No report; but the master states in his deposition that he has no complaint to make against the boarding officer.

No report; but the master states in his deposition that, in all other respects but detention, the boarding officer was courteous.

Extract from the report of Lieutenant Mourilyan, of Her Majesty's steamer "Buzzard:"—

"On the 2nd of May last, I proceeded to board the 'W. Chandler,' and other vessels. I asked the usual questions as to where they were from, bound, and belonging. I also went below, when on board two or three of the vessels, previously asking permission of the captain or mates. The papers of all the vessels were stated to be with the Consular Agent at Sagua la Grande, above twenty miles inland. I was warned by no person as to my proceedings being illegal."

Boarded under the same circumstances, and at the same time, as the "William H. Chandler."

Boarded at the same time, and under the same circumstances, as the "William H. Chandler."

Same report as above.

Extract from report of Commander Peel, of Her Majesty's steamer "Buzzard:"—

"On the afternoon of the 2nd of May, on my way to Lobos Cay for the purpose of landing materials for a lighthouse, I observed a large vessel lying just inside white water; supposing the vessel to be on shore, I immediately bore-up for the purpose of rendering assistance. Anchoring the vessel about 400 yards from her, I hoisted colours; she being from two to three miles outside any cay, and at a very unsafe and exposed anchorage. The vessel ('Clarendon') having hoisted no colours, I sent a boat on board to ask the master if he would hoist them. He, in a most insolent manner, refused. The officer then returned to the 'Buzzard,' and reported to me what had occurred. I then went on board the vessel myself, accompanied by Mr. Akaster, master, when the refusal to hoist colours was still persisted in, and I was told by the master of the ship that 'if I wanted to see them, I had better go aft, and see them on the deck.' This I, of course, refused to do. I then said, 'I see no Spanish flag on any cay, or any Spanish authority to whom I can report you; I consider it my duty to make you hoist your colours,' which, after a great deal of demurring, was done. She proved to be the 'Clarendon,' of New York. I must now inform you that I was at that time in possession of very good information of a full slaver being expected to land her cargo in some of these cays, and also that there was a vessel fitting out there for the Slave Trade."

Commander Peel further states that the papers of

*Nature of Complaint.**Answer, according to information received at the Admiralty.*

No. 9.

"Abram," brig, Captain T. G. Revans. On the 24th of May, 1858, off Lambia Cay, Florida, boarded by the "Styx," which ran down alongside. Papers demanded, questions asked, replies noted, and an extract taken from the clearance.

the "Clarendon" were never asked for, and that he had no arms whatever with the exception of his sword, that no boarding officer proceeded to the cabin, or went off the quarter-deck. He did not, in the first instance, command, but only civilly asked that the colours might be hoisted.

With reference to the statement that the "Clarendon" was at anchor in Sagua la Grande, the master, in his deposition, states that she was at anchor at Cay Christa, the usual anchorage for vessels drawing more than sixteen feet water, and loading with produce from Sagua la Grande.

Report from Commander Vesey, of Her Majesty's ship "Styx":—

The American brig "Abram" was boarded by a Lieutenant of Her Majesty's sloop "Styx" on the 26th May, 1858, in the Gulf of Florida, for the purpose of obtaining information.

No. 10.

"Elizabeth Watts," brig, Captain J. G. Ellis. Said to have been boarded on the 7th of April, 1858, by the gun-boat "Forward," and questioned why she did not hoist her flag.

No report has been received relative to the boarding of this vessel.

No. 11.

"New Era," brig, Captain H. Walker. Said to have been fired at three times on the 18th of May, 1858, by a steamer, and was spoken to by the boats of the "Styx" on the 23rd and 24th of April.

No report has been received relative to the boarding of this vessel.

No. 12.

"John and Albert," ship, Captain B. Crowell. Said to have been fired at repeatedly, and boarded by an armed steamer off the coast of Cuba. Papers demanded and examined.

No report has been received relative to the boarding of this vessel.

No. 13.

"Mianus," brig, Captain W. Parkis. Is said to have been boarded by the "Styx" on the 20th of May.

No report has been received relative to the boarding of this vessel.

No. 14.

"Reliance," ship, Captain Samuel Foss. Said to have been boarded on the 24th May, 1858, by a boat's crew from a British armed steamer.

No report has been received relative to the boarding of this vessel.

The foregoing statements of masters of American vessels, with regard to their having been boarded from British cruisers, have been answered categorically according to the reports received at the Admiralty; but in cases where no report has been received, it may be presumed that there was no just ground of complaint, for Commander Vesey, of Her Majesty's steam-vessel "Styx," in a letter to Commodore Kellett, dated the 27th of May last, states:—"From the number of vessels fallen in with, it would be almost impossible for me to send a special report in each case; I therefore only send reports of those vessels, the masters of which have threatened to complain, and I beg to state that the utmost moderation has been observed by me in those cases, a trustworthy officer being sent, the instructions strictly complied with, and in all cases an offer made to note in the log all that has occurred."

Commodore Vesey in the same letter adds, "I believe that a combination has been entered into at Havana by the masters of American vessels for the purpose of getting one of the Commanders of the English cruisers removed, and thereby deterring others from boarding suspected vessels carrying an American flag. They believe that, if successful, they would obtain the whole slave-carrying trade to Cuba, and reap enormous profits with impunity."

"From what I have ascertained here, I can state with confidence that, in a short time, nearly every slaver will run under the protection of the American flag; and that it will be almost impossible for one of Her Majesty's cruisers to detain them, as they will all clear with legal cargoes stowed over the other."

"It has always been a difficulty with us to induce American vessels to hoist their colours; and as the Spanish are beginning to follow their example, we cannot tell them from each other, and our cruising may be said to have ceased."

Commander Peel, of the "Buzzard," exceeded his instructions when he sent a boat to the anchorage of Boca la Grande to visit vessels, but the town of Sagua la Grande is up the river, twenty miles distant from the anchorage. Commander Peel states that when he has boarded any American vessel at sea, he has always had suspicions that she was not a legal trader, and, at the same time, he has always ordered the boarding-officer to behave in a mild, courteous manner. No hatch has ever been touched, and the vessels never have been detained longer than was absolutely necessary.

The officer boarding has invariably offered to put in their papers the time of detention, and by what ship visited, which no American master has ever wished to be done.

On boarding nearly every American vessel that he (Commander Peel) has visited, the boarding officer has been treated with great incivility.

No. 191.

Commodore Kellett to the Secretary to the Admiralty.

(Extract.)

"Devastation," off Havana, July 7, 1858.

THE flag officer commanding the United States' home squadron was off the port off Havana for a short time on the 30th ultimo, too distant for my communicating. He left the same evening, it is said, for Key West. I have addressed him the accompanying letter, the tenour of which I hope their Lordships will approve. I inclosed it under flying seal to Her Majesty's Consul-General to forward it, either through the United States' Consul, or by any vessel of war that may call at Havana, in order that the officers employed in the Gulf may be aware of the instructions I have given to the officers under my orders.

Inclosure in No. 191.

Commodore Kellett to Flag Officer Mc Intosh, U.S.N.

Sir,

"Devastation," off Havana, July 7, 1858.

I MUCH regret not having had an opportunity of meeting and communicating with you personally during my stay off Havana.

As the officer in command of the squadron employed on this part of the West India Station, I have the honour to inform you that I have issued instructions to the respective captains and commanders of the ships and vessels under my orders "to cease from visiting or interfering with American vessels in these waters."

I have, &c.

(Signed) HENRY KELLETT.

No. 192.

Commodore Kellett to the Secretary to the Admiralty.

Sir,

"Imaum," Jamaica, August 9, 1858.

I HAVE the honour to transmit herewith, for the information of my Lords Commissioners of the Admiralty, copy of a letter I have received from Flag-Officer Mc Intosh, Commander-in-chief, United States' home squadron, in reply to one I addressed him on the 7th July, when off Havana in Her Majesty's steam-sloop "Devastation."

I have, &c.

(Signed) HENRY KELLETT.

Inclosure in No. 192.

Flag Officer Mc Intosh, U.S.N., to Commodore Kellett.

Sir,

"Colorado," Key West, July 17, 1858.

I HAVE the honour to acknowledge the receipt of your letter of the 7th instant off the Havana.

I was most anxious to meet you, and anticipated, when I made the Havana and learned you were in that port, taking my ship into the harbour for that purpose; but ascertaining the yellow fever to be very prevalent, together with small-pox, I concluded to defer my visit for a few days, and came to this place to coal, intending to proceed again off the Havana, as soon as that was accomplished. But circumstances over which I had no control prevented and have kept me here since.

I thank you for the information conveyed in your letter, and I trust the course you have adopted will allay altogether the irritation which a little too much jealousy perhaps aroused.

I hope I shall yet have the pleasure to meet you while I command the home squadron; and I take leave to assure you that it will be my pleasure, as it is my duty, to use every exertion in my power to remove any momentary feeling which might disturb the amicable relations existing between the two Governments.

I have, &c.

(Signed) JAMES Mc INTOSH.

No. 193.

Commodore Kellett to the Secretary to the Admiralty.

Sir,

"Imaum," at Jamaica, August 10, 1858.

I HAVE the honour to acknowledge the receipt of your letter of the 11th of June, and of its inclosure, relative to a system of espionage and annoyance to

which American vessels are said to have been subjected in the port of Havana by boats belonging to Her Majesty's cruizers, and to inclose for their Lordships' information, a copy of a letter I have received from Her Majesty's Consul-General in Cuba on the subject.

I have, &c.
(Signed) HENRY KELLETT.

Inclosure 1 in No. 193.

Consul-General Crawford to Commodore Keillett.

Sir,

Havana, July 28, 1858.

HER Majesty's Government have directed my attention to a statement made by the United States' Consul-General at this place to his Government, dated the 28th of April last, representing that American vessels in Havana are subjected to a system of espionage and annoyance by the boats belonging to British cruizers.

The American Consul's complaint appears to be founded upon the affidavits of several persons, as to the truth of which the Consul-General did not inquire, and it will be my duty to show to Her Majesty's Government that the statement referred to is devoid of all foundation.

I inclose herewith, for your information, a return of all the British ships of war which came to Havana during the years 1857 and 1858.

In 1857 you will observe that there were no cruizers. The line-of-battle ships and the frigate cannot be looked upon as occupied in the suppression of Slave Trade. The smaller vessels only touched here on their way to other places. In 1858, a reference to the Return will show that the British vessels of war employed for suppression of the Slave Trade were seldom in this port, and then only for the purpose of coaling, the shortest time possible, and their time fully occupied in other matters; so that, had they been so disposed, they could not have exercised any such "espionage" as is reported to have been carried on by them over the ships in harbour.

Under these circumstances I can have no hesitation in assuring Her Majesty's Government that, whatever the American masters may have had to conceal, they were neither watched nor interfered with by the boats belonging to the British men-of-war in any way whatever.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 193.

British Ships of War at Havana in 1857 and 1858.

Name of Vessel.	Guns.	Date of Arrival.	Where from.	Date of Departure.	Where bound.	Remarks.
1857						
Nile ..	91	January 29	Port Royal..	February 3	Bermuda	
Euryalus ..	50	March 1	Vera Cruz ..	March 4	Ditto	
Mariner ..	12	April 8	Pearl Island	April 18	England	
Arab ..	12	May 23	Port Royal..	May 25	Ditto	
Cossack ..	20	May 28	Ditto ..	May 30	Ditto	
Orion ..	91	July 14	Ditto ..	July 16	Halifax	
1858						
Brunswick ..	80	March 24	Ditto ..	March 27	England ..	
Styx ..	6	March 24	Cruize ..	March 24	Cruize ..	About 10 hours in port, attending the case of the "Juanita."
Forward ..	1	April 8	Ditto ..	April 10	Ditto ..	
Styx ..	6	April 8	Ditto ..	April 10	Ditto ..	Coaled—48 hours.
Forward ..	1	April 12	Ditto ..	April 12	Ditto ..	Three hours in port.
Styx ..	6	May 7	Ditto ..	May 10	Ditto ..	Coaled—2½ days.
Atalanta ..	16	May 27	Vera Cruz ..	May 29	Bermuda ..	Called for water.
Devastation ..	6	June 3	Bermuda ..	June 6	Cruize and Bermuda	Coaled.
Styx ..	6	June 27	Cruize ..	June 29	Halifax }	Ditto.
Devastation ..	6	June 27	Port Royal..	July 1	Cruize }	Commodore's flag.
Jaseur ..	1	July 9	Trinidad ..	July 9	Tampico ..	Coaled.
Jasper ..	1	July 16	Cay Sal ..	July 17	Port Royal..	Ditto.
Lapwing ..	2	July 28	Port Royal..	July 28	Ditto ..	Ditto.

NOTE.—The "Forward" called on the 12th April to report the accident to the Swedish brig "Sydpolen." The "Styx" sent in a boat for despatches twice or thrice. The "Jasper" also sent a boat in to inquire for the Commodore. The "Arachne" called off the port, and sent a boat in; but all such boats came direct to, and returned direct from the landing-place at the Machina.

(Signed) JOS. T. CRAWFORD, *Consul-General in Cuba.*

Havana, July 28, 1858.

No. 194.

Commodore Kellett to the Secretary to the Admiralty.

Sir,

"Imaum," Jamaica, August 10, 1858.

WITH reference to your letter of the 10th June, directing me to call upon the commanders of Her Majesty's cruizers to report details of every case in which they have either fired at, boarded, or detained vessels under foreign colours, &c., I have the honour to inclose herewith, for their Lordships' information, reports from the officers in command of the vessels named in the margin,* together with copies of extracts from the instructions given to commanders of cruizers. The commanders of "Basilisk," "Buzzard," and "Jaseur," have been ordered to forward their reports direct to the Admiralty, they being on detached service.

With respect to the investigation ordered to be instituted into the proceedings complained against, in the detention and search of the "*Cortex*" by the "*Forward*," I have to acquaint you that, in consequence of the protracted arrival of the "*Forward*" and the ill-health of her commander, I have not been enabled to complete the investigation for transmission by this mail, although it is in progress.

I have, &c.

(Signed) HENRY KELLETT.

* "*Jasper*," "*Skipjack*," and "*Forward*."

Inclosure 1 in No. 194.

A RETURN of Foreign Vessels boarded by an Officer from Her Majesty's Gun-boat "Forward," under command of Lieutenant Davies, whilst cruising for the Suppression of the Slave Trade.

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reason for so doing.	Conversation held on board.	Remarks.
1858							
Feb. 12	Colonel Penniman	American	J. H. W. Rowlett, 2nd Master	No	No	Captain asked if I did a matter of right in boarding. A. No.	None of importance.
" 12	Gertrudes	Spanish	Ditto	Yes, blank	To ascertain her nation	None of importance	None.
" 16	Josen Gulielmo	Ditto	Ditto	Ditto	Ditto	Friendly	None.
" 16	Dos	Ditto	Ditto	Ditto	Ditto	Trivial question	None.
" 16	Adelaide	Ditto	Ditto	Ditto	Suspicious appearance	None of importance	None.
" 16	Garland	American	H. Davies, Lieutenant	No	No	No conversation held on board	Supposed to be going to Guantonamo to fit for the Slave Trade.
" 20	Clara Windsor	Ditto	Ditto	Yes, 4 guns	Appearance suspicious	None of importance	Two shots were fired in consequence of not showing colours.
" 20	Onzati	Hamburg	J. H. W. Rowlett, 2nd Master	Yes, blank	Suspicious	Ditto	None.
" 20	William Woodside	American	Ditto	Ditto	To ascertain nationality	None	None.
" 21	Constancia	Spanish	Ditto	No	No	None	None.
" 25	Les Belles des Unis	French	Ditto	No	No	None	Papers were not examined.
" 25	Cornuti	Spanish	Ditto	Yes, blank	For not showing colours	None	She had twelve male passengers and eight female, said to be bound to Barcelona.
" 26	J. Tinker	American	Ditto	No	No	None	None.
" 26	Junta	Spanish	Ditto	Yes, blank	To ascertain her nation	None of importance	Boarding entered in log, by captain's request.
" 26	N. J. de Las Victorias	Ditto	Ditto	No	No	Ditto	None.
" 26	Ascension	Spanish	Ditto	No	No	None	None.
Mar. 13	Velocity	American	Ditto	No	No	None	In English waters.
" 21	Elmire	Ditto	Ditto	No	No	None	None.
" 22	Racoon	Spanish	Ditto	No	No	None	None.
" 22	Lacy Ann	American	Ditto	No	No	None	None.
" 22	Seraphine	Spanish	Ditto	Yes, blank	To show colours	None of importance	None.
Apr. 5	J. Iremen	American	Ditto	No	No	Ditto	None.

A Return of Foreign Vessels, &c.—(continued.)

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reason for so doing.	Conversation held on board.	Remarks.
1858							
Apr. 5	Ottawa	American	J. H. W. Rowlett, 2nd Master	No	No	None of importance	Papers not examined.
" 6	Melvin	Ditto	Ditto	No	No	None	None.
" 6	Papila Esperanza	Spanish	Ditto	Yes	To cause her to show colours	None	None.
" 6	Sarah Brunse	American	Ditto	No	No	None	None.
" 6	Manolo	Spanish	Ditto	No	No	None	None.
" 6	A. J. Ross	American	Ditto	No	No	None	None.
" 10	Amistad	Spanish	Ditto	No	No	None	None.
" 10	Elizabeth Watts	American	Ditto	Yes, blank	Would not show her colours	I asked him why he was burning false fires. He said that was to suit his own business.	In the afternoon we spoke him, and asked him where he was bound, and why he did not hoist her colours. He then took up the American colours from off his deck, and said, "Here they are, and very pretty colours too."
" 13	Leonor	Spanish	H. Davies, Lieutenant	No	No	None of importance	Found her papers to be correct.
" 13	Isabella	Ditto	Ditto	Yes, blank	To show colours and heave-to	Friendly; not of importance	Followed out of Havana harbour; boarded, and fired two blank guns; looked at her papers and the upper part of her cargo, which was visible, without disturbing any.
June 10	Ben Dunning	American	J. H. W. Rowlett, 2nd Master	No	No	None	None of importance.
" 15	Union	Mexican	Ditto	Yes, blank	Suspicious appearance and sight	None	Gave latitude and longitude to captain.
" 17	Guadaloupe	Spanish	Ditto	No	No	None	None.
" 17	Cecilia	Ditto	Ditto	Yes, blank	Rakish appearance	None	None.
July 15	Saleid	Ditto	Ditto	No	No	None	None.
" 16	Cortes	"	"	"	"	"	Affairs of this vessel are under investigation.

In reply to the alleged chasing and firing at the American brig "A. A. Chapman," on the 9th of April, by Her Majesty's gun-boat "Forward," I did not chase any vessel under American colours, and I did not fire a shot at any vessel during the day.

I beg to state that the above is a correct list of vessels boarded by Her Majesty's ship under my command, and that I was acting under the instructions for the guidance of Her Majesty's naval officers employed in the suppression of the Slave Trade.

"Forward," Port Royal, August 10, 1858.

(Signed)

HENRY DAVIES, Lieutenant and Commander.

Inclosure 2 in No. 194.

A RETURN of Foreign Vessels boarded by an Officer from Her Majesty's Gun-boat "Jasper," under command of Lieutenant Pym, whilst cruising for the Suppression of the Slave Trade.

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reason for so doing.	Conversation held on board.	Remarks.
1857							
Nov. 13		American.	C. E. H. Farrant, 2nd Master	No	No	General	At night could not tell of what nation, till boarded.
" 13	Juno	Bremen	Ditto	No	No	None of note remembered.	Boarded, examined papers, and found them correct.
" 14	Iris	Ditto	Ditto	No	No	Particularly civil	Ditto.
" 15	Humboldt	American.	Ditto	No	No	About the dangers of the navigation of the coast, and showing charts of the cays, &c.	Boarded, but did not examine papers: she hove-to on our firing a gun as a signal to a Spanish schooner to show her colours. Told the master the gun was not intended as a signal to him.
" 15	Arnest.	Spanish	Ditto	Yes, blank	Not showing her colours, or heaving-to when observing us in chase	General; nothing of note	Boarded, and found her correct.
" 16	Monetz Orenst	Bremen	Ditto	Ditto	Not heaving-to to allow a boat to board her	The master expressed his pleasure at seeing us among the cays as he should no longer be afraid of pirates	Boarded, and found her to be an emigrant ship bound to New Orleans.
" 19	Young American	American	Ditto	Ditto	Not showing her colours when she found us in chase	Nothing of importance	Did not make her heave-to; dropped a boat ahead thinking her conduct suspicious in not showing her colours when seeing us in chase many hours. The master made a complaint at being boarded.
" 21	Maruteton	Spanish	Ditto	No	No	None	Boarded, and found all correct.
Dec. 22	Tres Amigos	Ditto	Ditto	No	No	None	Ditto.
" 24	Sea Breeze	American	Ditto	No	No	Asked her position, and information about Casilda	Observed her standing in for the cays, where we were at anchor, suddenly altering her course, apparently on seeing us; weighed, and boarded her, but did not cause her to heave-to. Found her correct.
" 28	Joven Eveias	Spanish	Ditto	Yes	Not showing her colours or heaving-to. Two blank guns fired first	Nothing worth noting	Fired a shotted gun, chased, not showing her colours, nor heaving-to after two blanks had been fired; boarded, and found her correct.
" 31	B. K. Eaton	American	Ditto	No	No	Nothing of importance	Boarded her, it being too dark to distinguish what colours she was under. Did not examine her papers on finding she was an American.
" 31 1858	W. H. Adams.	Ditto	Ditto	No	No	Great civility	Boarded her, it being night could not see of what nation she was.
Jan. 12	Sarah	Ditto	Ditto	Yes, blank.	Signal to show colours	None of note	Found her to be an American; did not examine her papers.
" 12	General Marshall	Ditto	Ditto	No	No	General	Visited, but did not cause them to heave-to, or examine their papers. The reason we visited was to seek information and news.
" 13	Garland	Ditto	Ditto	No	No	Ditto	Visited to seek information and news, and try to purchase stock.
" 17	B. Young	Ditto	Ditto	No	No	Ditto	Ditto.
" 17	Thomas	Spanish	Ditto	No	No	Ditto	Boarded, and found correct.

A Return of Foreign Vessels, &c.—(continued).

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reasons for so doing.	Conversation held on board.	Remarks.
1858							
Jan. 18	F. Shearer	American.	C. E. H. Farrant, 2nd Master	Yes, blank	Not showing her colours, and when she did, not doing so in a conspicuous place	Civil; asked him the reasons for his suspicious conduct; gave none	Inserted in his log reasons for boarding. Chased her for forty miles in a strong breeze, conduct and appearance being very suspicious. Boarded to ascertain her true character.
" 20	William Tell	Ditto	Ditto	No	No	Asked him to what nation he belonged, and if he had any colours, "Yes, American;" told him to show them	No colours shown until after boarded.
" 21	Lucy Francis	Ditto	Ditto	No	No	Asked his position, he being entirely out of his reckoning	From his standing in for the uninhabited cays, thought her suspicious.
Feb. 8	St. Helena	Dutch	Ditto	Yes	Signal to show her colours, pick up a boat sent in chase	Asked where to obtain a pilot, and information respecting this dangerous coast	Boarded, and found correct.
" 10	W. P. Rich	American.	Ditto	No	No	General	Visited for news and to obtain stock.
" 13	Talia	Spanish	Ditto	No	No	No conversation of note	Boarded, and found correct.
" 13	Eastern Star	American.	Ditto	No	No	Asked his position, and a few other questions	Boarded her at night in a calm; could not tell of what nation she was until had done so.
" 14	Randolph	Ditto	Ditto	No	No	General	Did not make him heave-to. Boarded for news and information.
" 16	O. S. Moishon	Ditto	Ditto	No	No	Asked his position, and said he had missed his port	Saw him alter his course in for the land very suspiciously; when we closed he heave-to, apparently wishing to communicate. He did not know his position.
" 16	Garland	Ditto	Ditto	No	No	Said he had been boarded by the "Forward" the same afternoon	Boarded him after dark; did not know of what nation till visited.
" 23	Rosalind	Bremen	Ditto	Yes, blank	A signal to heave-to.	General	Boarded and found correct.
Mar. 23	Unknown	None	Ditto	Blank, and 18-shotted	Showing no colours	The master admitted, he was a slaver	Boarded, examined, and found her to be a slaver, and made her a prize.
" 24	Napoleon	Spanish	C. West, Chief Engineer	No	No	Nothing of importance	Her Majesty's ship "Styx," was in sight when she was captured.
" 24	Sirena	Ditto	C. E. H. Farrant, 2nd Master	No	No	Ditto	All correct.
" 24	Jas. Cook	American.	Ditto	No	No	Ditto	Boarded, and found all correct.
Apr. 29	R. Wing	Ditto	Jas. Fullerton, Gunner	No	No	Told the boarding officer he did not know he was obliged to show his colours even when going into an English port	At night, and leaving, had information of a suspected vessel of this description; examined her papers and found all correct. Did not cause her to heave-to.
" 30	Tropic Bird	Ditto	C. E. H. Farrant, 2nd Master	One blank, 2-shotted	To cause stranger to show her colours and heave-to		Had no colours flying when boarded in Matthew Town Roads, Great Inagua Island.

Extract from the Log of Her Majesty's ship "Jasper."
 "1-30, weighed; made all sail and proceeded out to sea; observed a large ship under very easy sail; closed with her, she not showing any colours; fired a blank gun to cause her to do so. 1-50, fired a round shot for the above reasons. The stranger showed American colours. 2-15, heave-to, the ship still continuing her course; fired a round shot as a signal for the ship to heave-to, to allow a boat to

A Report of Foreign Vessels, &c.—(continued.)

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reasons for so doing.	Conversation held on board.	Remarks.
1858							board, she having caused suspicions by her movements, &c., and there being too much sea and wind to drop a boat. 2 ¹⁵ , the ship hove-to. 2 ¹⁸ , hove-to, lowered a boat, and boarded the 'Tropic Bird.'
							"The boarding officer was received on board in a most discourteous manner, not only by the captain, but by other persons who appeared to be partners. Offered to insert anything they wished in their log, which the captain positively refused. (Signed) "C. E. H. FARRANT, 2nd Master, "WESTON SMART, A.B., Coxswain of the g/g."
							"2-30, boat returned; up ditto; furled maintop-sail, topgallant-sail, and reefed foretop-sail. "When the stranger was first seen, she had but little sail set, but made sail when we approached her. I had received information that two ships had been cruising in the latitudes for many days, supposed to be awaiting the arrival of a slaver, whose cargo they were to receive. I was at the time in search of the same, and, therefore, boarded the "Tropic Bird," her movements being suspicious. On the boarding officer reaching the deck, he was questioned simultaneously by the captain and two or three other persons as to his right to visit an American. He told them he doubted their nationality, and requested to see their papers, which were shown without the slightest remonstrance; immediately after which, and before he had time to return to his boat, the captain gave the order to 'fill;' upon which the officer requested he would not do so until he had left the ship, there being at the time a very strong breeze and heavy sea running, he being afraid the boat would be stove by the rolling of the vessel. The captain took no notice of his request, and it was with difficulty he regained the boat."
May 6	Maria .	Spanish .	C. E. H. Farrant, 2nd Master	No .	No	Nothing of note	Boarded her and found all correct. Conduct suspicious, altering course and standing away from us.
" 9	G. Warren .	American .	Ditto .	Yes, blank	Showed her colours and hauled them down again immediately and not again showing them as we approached her	Captain asked her position, gave it him; and other general remarks	Having shown American colours and hauled them down ten minutes afterwards as we approached her, and did not again show them. Boarded her, thinking her conduct suspicious, she having no colours flying. Examined her papers, found them correct.
" 11	Concha .	Spanish .	Ditto .	Ditto	To cause her to show her colours	None of importance	Boarded, and found her correct.
" 13	Gonzalo .	Ditto .	Ditto .	Yes .	See Remarks	General	The boarding officer considered her suspicious; left her to report the same to me. In his absence she made sail away; fired to bring her to; returned, examined her fully; found cause of suspicion, but not sufficient to detain her.
" 17	General Leonard .	Ditto .	Ditto .	No .	No	None	Found her all correct.

A Return of Foreign Vessels, &c.—(continued.)

REPORTS FROM NAVAL OFFICERS.

269

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reasons for so doing.	Conversation held on board.	Remarks.
1868 May 17	John and Albert	American.	C. E. H. Farrant, 2nd Master, and Chief Engineer	Yes, blank and shot	Altering course and then not showing colours when re- peatedly fired at	Very violent in manner, and abusive in language, said he would give his last dollar, and ten years' service to go to war with England	He (the captain) offered his hand, when the boarding officer returned it he withdrew his, saying he would not shake hands with a pirate. The following is an extract from the log. "1:30, altered course and made all sail to close a suspicious looking ship. 3:10, showed colours to stranger. 3:20, fired 24-pounder howitzer (blank) as signal for stranger to show her colours. 3:25, fired 32-pounder shot with distant charge. 3:28, fired 32-pounder shot. 3:31, stranger showed American colours. 3:33, stranger hailed her colours down. 3:36, fired 32-pounder shot; drew fire forward and got up steam to close with her. 4:5, proceeded under steam. 5:40, fired two rounds from 32-pounder to make stranger show her colours; stranger showed American colours, and hove-to; lowered a boat, and boarded an American ship. Found her correct. Considered the above sufficient reason to board her." Visited her for information.
" 18	Emma Eyra	Ditto	2nd Master	No	No	Asked her position; visited	Visited her for information.
" 18	G. R. Dickson	Ditto	Ditto	No	No	Asked his position, and gave informa- tion of slaves fitting at Cardenas	Visited for news.
" 24	Brownsville	Ditto	Ditto	No	No	Received news of the "Buzzard," in the vicinity	Found all correct.
" 24	Marcus	Spanish	Ditto	No	No	General	Boarded; all correct.
" 24	Antoniana	Ditto	Ditto	No	No	Ditto	Found all correct.
" 24	Celia	Ditto	Gunner	No	No	Ditto	Dropped a boat ahead of the ship; he sheared off from her; fired a blank gun to call his attention to boat.
" 24	Reliance	American	C. E. H. Farrant, 2nd Master	Yes, blank	To call his attention to a boat dropped to board him	Asked boarding officer below, showed charts, &c.	All correct.
" 25	Culebra	Spanish	Ditto	Ditto	To cause stranger to pick up boat	None remembered.	Ditto.
" 26	"O"	Ditto	Ditto	Ditto, and shot	A signal to heave-to.	All civilities	Ditto
" 26	Vinet	Ditto	Ditto	No	No	None of note.	Thought it suspicious her leaving the proper channel, and running over the Cay Sal Bank.
" 30	Westminster	American	Ditto	No	No	General	Found the captain and crew under the influence of drink. Found her all correct.
June 2	Emelia	Spanish	Ditto	No	No	Ditto	She shortened sail, upon which we boarded to see if she wanted assist- ance, and to obtain news of Her Majesty's ship "Styx," for which ship we had despatches.
" 2	Peps	Ditto	Chief Engineer	No	No	Ditto	
" 4	Ilionte	French	C. E. H. Farrant, 2nd Master	No	No	All civilities	

I beg to state that the above is a correct list of ships boarded by Her Majesty's ship under my command, and that I was acting under the "Instructions for the guidance of Her Majesty's Naval officers employed in
the Suppression of the Slave Trade."

Port Royal, July 26, 1858;

(Signed)

W. H. PYM, Lieutenant Commanding Her Majesty's Gun-boat "Jasper."

Inclosure 3 in No. 194.

Lieutenant Murray to Commodore Kellett.

Sir,

"Skipjack," Port Royal, July 20, 1858.

WITH reference to your memorandum of yesterday's date, I have the honour to report as follows:—

Upon the 12th of February, 1858, upon approaching Cape Cruz, I perceived, amongst several vessels, a brigantine, that appeared to be coming out from under the Cape; and steering a course into the open sea in a direction leading nowhere, and, deeming this conduct suspicious, as well as the appearance of the vessel, I bore up in chase under sail at noon, and at 1 P.M., finding that we did not gain upon her, who about this time hoisted Spanish colours, I fired a blank gun, on which she took in her studding-sails; after an interval of ten minutes, I fired a second blank gun, on which she took in her lofty sails, and a third blank gun caused her to heave-to, when, at 1:30 P.M., I boarded her in person, and being received by the master, I informed him that I was come for the purpose of ascertaining that he was not engaged in the Slave Trade, and exhibited to him the documents authorizing me to examine Spanish vessels, and requested to see his papers; upon examining which I found her to be the "Mariano," from Majorca, for Cienfuegos, with cargo of wine, &c. Upon leaving the cabin, I looked into the main hatchway, which was open, and seeing nothing in the appearance of the vessel to justify any further suspicion, I informed the master that he was at liberty to prosecute his voyage, and left the vessel. No other communication, as far as I am aware, was held with the master or crew.

In this case I was acting under their Lordships' printed Instructions for the suppression of the Slave Trade, dated 1844, and under sailing orders from you, dated 9th of February, 1858, requiring me to cruise for the suppression of the Slave Trade, and to be guided by the aforesaid Instructions.

On the 13th of February, 1858, running along shore, and being at 2 P.M. about half way between the Eastern Head and the Canal de Caballones, I perceived closing the Cays a brigantine, which I recognized as having seen twenty-four hours previously, she having run only sixty miles in the interval, with a seven-knot breeze. Deeming this circumstance suspicious, I gave chase, and, at 2:45 P.M., lighted the fires for that purpose, and at 6:30 P.M., steam being up and the chase bearing north-west by west $3\frac{1}{4}$ miles, steamed ahead, and rapidly closed her. At 7 P.M. fired, with a short interval, two blank guns, which failing to bring her to, or cause her to show colours, I then fired two rockets in her direction, of which she took no notice, but steered in towards the Boca Grande, a notorious channel for running slaves. At 7:30 P.M., losing sight of the chase in the darkness, and being then unacquainted with the locality, I banked the fires, and stood off and on for the night, but at daylight the chase was not in sight.

In this case I was acting under their Lordships' printed Instructions for the suppression of the Slave Trade, dated 1844, and under sailing orders from you, dated 9th of February, 1858, requiring me to cruise for the suppression of the Slave Trade, and to be guided by the aforesaid Instructions.

On the 11th of March, 1858, at 11 A.M., being at anchor under Cape Cruz, observing two coasters carrying Spanish colours, under the lee of the reef, who appeared to be in no hurry to prosecute their voyage, though the weather was moderate and fine, and knowing that such craft are frequently in the habit of carrying small parties of newly imported negroes from one part of the coast to another, I deemed it inexpedient to leave them unexamined, and accordingly caused them to be boarded by Mr. H. J. Sutton, second master, who, finding them to be laden with country produce, and having no suspicious negroes on board, after making some trifling purchases, quitted them.

In this case I was acting under their Lordships' printed Instructions for the suppression of the Slave Trade, dated 1844, and under sailing orders from you, dated 9th of February, 1858, requiring me to cruise for the suppression of the Slave Trade, and to be guided by the aforesaid Instructions.

On the 7th of April, 1858, being off Cape Cruz, about sunset, I had occasion to fire several guns, for the purpose of bringing-to an English brigantine, under circumstances that appeared very suspicious, as reported in my letter of proceedings, dated 17th of April, 1858, and at the time the guns were fired there were several other vessels in the immediate vicinity, one of which, about half-a-mile distant, immediately hoisted American colours, but neither she nor the others were molested, or in any way interfered with.

On the 4th May, 1858, at 2:40 P.M., being off the eastern head of the Doce Leguas Cays, I observed a large barque steering in a direction very much out of the way of any large vessel, and closing her under steam and sail at 4:30 P.M., being within a mile of her she hoisted American colours. At 5 P.M., running alongside, I hailed to say that I proposed to send a boat on board of her; to which the master replied, "Very well," or words to that effect. Steaming ahead of her, I dropped a boat and dispatched Mr. J. M. Jewett, gunner, with orders to ascertain, by examination of papers or otherwise, that the vessel was really American, and in that case to quit her immediately; on the approach of the boat, the vessel (found to be the "Whistling Wind," of Blue-hill, from Cadiz for Trinidad, in ballast), and which was going three or four knots, backed her maintop-sail, and the boarding-officer having informed the master that he was come solely for the purpose of ascertaining his nationality, the latter took him into the cabin and exhibited his papers, which showing him to be American, the boarding-officer was about to quit the vessel, but the master detained him by opening his hatches, and insisting that he should look below, which having done, and the master not wishing to have an entry of the facts made in his log, he returned on board, and the "Whistling Wind" made sail, having remained hove-to, though in no way required to do so, for about ten minutes.

In this case I was acting under their Lordships' printed instructions for the suppression of the Slave Trade, dated 1844.

On the 18th of May, at 9 A.M., being about fifty miles south-east of Cape Pepe, observing a large ship standing in towards the entrance of the Rosario Channel, and it being very unusual for any large vessel to work to windward along this coast, I lighted fires in chase, and at 3:50 P.M. hove-to alongside of the chase, which now showed Prussian colours, and dispatching Mr. J. M. Jewett, gunner, provided with the necessary documents, and with orders to examine her papers, and if he should observe nothing suspicious to leave her at once. He found her to be the "Zangarted," from Havana, working up for Trinidad, and there being nothing to justify any suspicion, after receiving from the master a few newspapers, he left her and returned on board, no communication having been held except with the master, and the vessel not having been impeded or delayed more than five minutes.

In this case I was acting under their Lordships' printed instructions for the suppression of the Slave Trade, dated 1844.

At 7:30 A.M., on the 1st of June, being at anchor under Cay Breton, I observed a brigantine standing off and on shore, apparently waiting for something; and weighing in chase, she shortly afterwards bore up north-west, whereupon, at 8:30 A.M. I lighted fires, and at 2:25 P.M., on my closing her, she hoisted Bremen colours, when, without causing her to heave-to, I dispatched Mr. J. M. Jewett, gunner, provided with the necessary

documents, and with orders to verify her nationality, and to observe if there were anything to create suspicion about her. He accordingly proceeded on board, and having informed the master of his object, and exhibited his authority, the master produced his papers, and lifted his hatches, and finding her to be the "Rudolf," from Bremen for Lorza, with a general cargo, the boarding-officer returned on board, no other communication having been held with master or crew, and the vessel proceeded on her voyage.

In this case I was acting under their Lordships' printed Instructions for the suppression of the Slave Trade, dated 1844.

On the 13th of June, at 8 A.M., being at anchor under the lee of Breton Reef, the weather thick and rainy, I observed a barque so close to that dangerous point as to indicate either ignorance of the locality, or some unusual object in view. After watching her motions, which appeared undecided for some time, at 9 A.M. I weighed, and steaming out in chase, she hauled offshore, and was soon lost in the fog; but at 11 A.M. I regained sight of her, when she hoisted American colours, and ten minutes after, running alongside, I hailed to say that I would send a boat on board, to which the master replying "If you please," or words to that effect, I passed ahead, and sent Mr. J. M. Jewett, gunner, with orders to verify her nationality, and in case of her being really American, to quit her immediately, who, going on board, informed the master of his object; the master then took him into the cabin, and produced his papers, which, proving good, the boarding-officer, after a short conversation with the master on the excitement then prevalent in America on account of the boarding of American vessels by British cruisers, of which, up to this time, I had been entirely ignorant, returned on board, having first been presented by the master with some newspapers of late date, and the boat's crew likewise having received several newspapers from the seamen of the vessel, though without quitting the boat. The vessel proved to be the "M. B. Stetson," from Boston, for Cienfuegos. The greatest civility and attention was shown by the master to the boarding-officer, and the vessel was not caused to heave-to, shorten sail, or deviate from her course.

It afterwards came to my knowledge that the master, upon his arrival at Cienfuegos, proceeded to transmit to the United States' Consul at Trinidad an affidavit of the circumstances.

In this case I was acting under their Lordships' Instructions for the suppression of the Slave Trade, dated 1844.

On the 21st of June, being at anchor off Cape Cruz, observing a coasting-sloop running from the eastward to haul round the reef-end, and come to an anchor for no assignable reason, at 11.30 A.M., I dispatched Mr. Sutton, second master, provided with the necessary documents, with orders to ascertain whether the vessel, which was flying Spanish colours, might be carrying any small parties of Bozal negroes, or otherwise liable to suspicion, who going on board and showing his authority to the master, was by him shown round the vessel; and finding her to be the "Mabel Maria," with country produce from Santiago for Cienfuegos, returning on board, no other communication having been held.

In this case I was acting under their Lordships' printed Instructions for the suppression of the Slave Trade, dated 1844, and also under the Commander-in-chief's confidential memorandum, of date 27th May, referring me to several particulars of the aforesaid instructions, and cautioning me to be extremely careful in avoiding any ground of offence in the execution of this service.

On the same day, at 1.30 P.M., observing a schooner to come in and anchor in the same unaccountable manner, showing Spanish colours, I dispatched Mr. Sutton, second master, to board her, who having shown his authority to the master, was by him shown round the vessel and satisfied of her honesty, being the "Teresita" from Santiago, for Cienfuegos, with fish, rice, &c.

In this case I was acting under their Lordships' printed Instructions for the suppression of the Slave Trade, dated 1844, and under the Commander-in-chief's confidential memorandum of 27th May, referring me to several Articles of the said Instructions, and cautioning me to be extremely careful to avoid any ground of offence in the execution of this service.

I have already, in my letter of the 20th of June, explained to you the circumstances that rendered it necessary for me in several instances to employ the gunner upon the duty of boarding rather than the second master.

The above includes every case in which I have either fired at, or boarded, or detained any vessel under foreign colours, under suspicion of being engaged in the Slave Trade, or from any other cause.

I have, &c.

(Signed) J. MURRAY.

No. 195.

Commodore Kellett and Commanders Grant and O'Reilly to the Secretary to the Admiralty.

(Extract.)

"Imaum," at Jamaica, August 18, 1858.

I HAVE the honour to acknowledge the receipt of your letter of the 4th of June, and inclosures, relative to a complaint made by the United States' Minister at the Court of London, of the detention and search of the "*Cortes*," and directing me to cause a strict investigation to be instituted into the proceedings complained of, and report the result for the information of the Lords Commissioners of the Admiralty.

In accordance therewith I called upon Lieutenant Davies, commanding the "*Forward*," to furnish me with a detailed report of all the circumstances connected with the detention and search of the "*Cortes*," which having received, and taken to myself the assistance of Commander O'Reilly, of Her Majesty's ship "*Lapwing*," and Commander H. J. Grant, of Her Majesty's ship "*Imaum*," I have carefully investigated the case, swearing Lieutenant Davies and the parties examined to the truth of their statements and evidence, all of which is hereunto annexed; and we are of opinion that there is not the slightest foundation for the charge of drunkenness against Lieutenant Davies, or any of his officers, from the time of the capture of the "*Cortes*" to the time of the discharge of the prisoners, off Cay Piedras;

that there has been no act of robbery by any of the company of the "Forward," that a search for specie, customary in such cases, was instituted and conducted with great propriety; and that no unnecessary exposure of the person took place.

We are also of opinion that no other sums of money were taken from either the "Cortes," her crew, or passengers, beyond the amount stated in Lieutenant Davies' report of his proceedings, and which was taken charge of by him, and placed in the ship's iron chest.

From the evidence adduced, it appears there was no attempt to bribe either the master (Durrant), or mate (Archibald), of the "Cortes," neither was there any attempt made to keep the mate drunk, in which state he was sent on board the "Forward."

Lieutenant Davies had very reliable information that the "Cortes" was taking in a slave-cargo at Havana, and was bound to the coast of Africa under false colours. She had American colours flying when boarded; but when Lieutenant Davies declared his intention of detaining her, they were hauled down and destroyed by her crew, together with such papers as she had. The person who acted as master declared, in the presence of his own crew and that of the "Forward," that "he had no papers, no nation, and that the papers he had shown were false." Also, "that she was bound on a slaving voyage."

The condemnation of the "Cortes" in the Vice-Admiralty Court at Jamaica, and the nature of the cargo discharged at Kingston, is satisfactory proof that she was really engaged in the Slave Trade.

Inclosure 1 in No. 195.

Lieutenant Davies to Commodore Kellett.

Sir,

"Forward," August 12, 1858.

IN obedience to your orders to forward you a detailed report of all the circumstances attending the capture of the schooner "Cortes," I have the honour to state that having had reliable information that the schooner "Cortes" was fitted at Havana for the Slave Trade, and was ready to start; also that she would use the American flag for the purpose of escaping British cruisers; I kept a strict look-out for her, and when cruising for the suppression of the Slave Trade, under the immediate orders of Commander Charles Vesey, of the "Styx," sighted at daylight on the 16th of April, 1858, a suspicious-looking vessel, which, on nearing, I found to be the "Cortes." I boarded her (she was under American colours), and on doing so, the person representing himself to be the captain of her received me, and I asked him the name and nation of the schooner, also to see his papers; when he asked me below to look at them. He showed me some: on my asking him for his crew and passenger list, he could not produce more than five names on a list. I asked him for his other papers; he showed me a piece of paper, to which no signature was attached, as the list of cargo, which I marked in pencil, some of things constituting a slave-cargo; and then said, "To what port are you bound?" he answered, "To Annabon." I then asked him for other papers, and his sealed letter, which he positively refused to deliver for my perusal, denying all knowledge of them. Four passports were shown me, but not inspected. With this I requested him to muster the crew and passengers, and found that they consisted principally of Spaniards, some of whom he said were stowaways in the ship. I then said to him, I think your conduct is suspicious, and that you are a slaver, and your papers are not regular; and ordered the "Cortes" to be hove-to, until I went to the "Forward" to look at the instructions. I returned in a few minutes, and he showed me a paper, which he called a sealed letter: it was open, and was not delivered into my hands. I thought the contents were like newspapers. It was then shut up, without my knowing what the contents were. The master said to his crew, when I told them I would take them to an American man-of-war, that they were pirates, and would be treated as such by the Americans, and the crew rushed and hauled down the colours. I then called Daniel Wakeman, quartermaster, the coxswain of the boat, as witness, and told the master of the "Cortes" to deliver me up his papers, that they might be numbered and sealed by both of us, which he refused to do. I then said that I would take possession, and if the captain had any claim to the American flag whatever, that I would give him up to the Americans, when he denied being of any nation; also the existence of any papers. I then got into the boat, and the master of the "Cortes" jumped into the boat and said, "I will come with you." Daniel Wakeham, quartermaster, said there were some papers had been thrown overboard, and on my saying to the master of the "Cortes," You have thrown overboard some papers, he replied that they were only some old newspapers. I caused to be removed to the "Forward" as many men as was necessary for the safety of the vessel, and proceeded towards Matanzas, on which coast there was too much sea to land; I then went to Cape Piedras, and made a signal for a pilot-boat. Judging it necessary for finding papers or treasure (and knowing it to be usual in such cases), I caused the prisoners to be searched by Messrs. Churcher, Huard, and Jenkins, engineers, the only officers doing duty, and some petty officers, and took from them eighty-six doubloons and eleven dollars; after having returned to each of the crew of the "Cortes" one doubloon, and two to each of the passengers, I paid afterwards five doubloons, in the presence of Mr. Churcher, to the master of the "Cortes." I had no complaints made to me, and the crew and passengers were allowed to take everything away with them, with the exception of the money mentioned, and their arms, knives, &c. There was no offer of money made either to any of the crew or passengers, or threats to cause them to sign any papers: there was no drunkenness either of officers or men on board the "Forward," and everything was conducted in a correct manner.

I have taken the statements of the officers and the petty officers named in the margin,* of the circumstances which took place at the time of, and after, the capture of the "*Cortes*," which I annex herewith.

I have, &c.
(Signed) HENRY DAVIES.

I declare this to be a true statement of facts connected with the detention of the "*Cortes*."
(Signed) HENRY DAVIES, *Lieutenant and Commander*.

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore*.
H. J. GRANT, *Commander, H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander, H.M.S. "Lapwing."*

Inclosure 2 in No. 195.

Statement of Mr. Rowlett, Second Master.

I WAS on deck during the chase of the schooner "*Cortes*," and when the English colours were shown, and a blank gun fired, she showed American colours, and hove-to, about one mile on port bow (lee). Lieutenant Davies boarded her, and mustered the crew. Lieutenant Davies then came back by himself, and he said to me, She is the "*Cortes*," and a perfect slaver: I can make nothing of her papers, and I must detain her; if she is an American, I will take her to an American man-of-war. Lieutenant Davies then again left the "*Forward*" and proceeded to the "*Cortes*."

During his absence from the "*Cortes*," I observed a man crawl forward to the galley, and I saw a blaze as of papers, or something inflammable, burning; this was brought to my notice by the report of Thomas Pinkney, quartermaster; I then observed the flag hauled down; it was afterwards hoisted for a few minutes, and then hauled down again. I was put in charge of her by order, and took a prize crew on board, with orders to keep company, and to send as many as necessary of the slave-crew to the "*Forward*," and to treat them properly.

I heard the late master of the "*Cortes*" say that he was of no nation, no colours, no papers, and that he was bound on a slave voyage; he was sober at the time, and remarked, when he looked at the "*Forward's*" gun, that it would have been of no use to have tried to run away.

I questioned the man who acted as steward: he stated that the master of the "*Cortes*" gave him some papers to burn during Lieutenant Davies' absence (after first boarding her); also that he had tried to run from her the night before but could not procure a boat and was not allowed to land.

Everything was conducted properly, and, with the exception of the mate Archibald, I saw no drunkenness in any one.

The master was reported by the steward of the "*Cortes*" to have turned round the hands of the chronometer during the passage to Cay Piedras; I investigated it, having taken the error the day before, found it had been put back twelve minutes. I reported this circumstance to Lieutenant Davies.

The "*Cortes*" was captured on account of having no papers or colours, and being engaged in the Slave Trade.

There was no robbery or irregularity of any sort on board.

I declare the foregoing to be a true statement of facts connected with the capture of the schooner "*Cortes*."

(Signed) J. H. W. ROWLETT, *Second Master*.

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore*.
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Inclosure 3 in No. 195.

Statement of Mr. Churcher, Assistant Engineer, 1st Class.

I WAS on deck at the time, and observed Lieutenant Davies board the schooner "*Cortes*," which vessel had an American flag flying. I was engaged partly in the engine-room, and could not pay much attention to the "*Cortes*;" but I saw her without colours while Lieutenant Davies was absent from the "*Forward*." When the late master of the "*Cortes*" came on board, he said that he belonged to no nation, had no papers, owned no flag, and that he was bound to the coast for a cargo of slaves.

During the capture and passage to Cay Piedras I saw no drunkenness and no irregularity of any sort going on. I was present at the search by the order of Lieutenant Davies, and the other engineers were present, with four petty officers. The ship's company were kept away by order. They were not ill-treated, and their persons were not exposed in any way. Eighty-six doubloons, and some dollars (about a dozen), were in the first instance counted; after all (but the money reserved for the master) had been returned to the crew and passengers, to take them to their respective homes, five were reserved for the master of the "*Cortes*," and given to him in my presence.

During the passage, Lieutenant Davies was the only officer of the executive branch, and was constantly on the look-out.

The passengers invited me to meet them on shore, and afterwards I met, casually, three of them at Matanzas, when they treated me in the most friendly manner.

* Mr. Rowlett, Second Master; Mr. Churcher, Engineer, 1st Class; Alexander Atkinson, Quartermaster; Daniel Wakeham, Quartermaster; Thomas Pinkney, Quartermaster.

It is my belief that no case of robbery occurred of any sort. I observed the mate, Archibald, during the time he was on board, drunk. The mate said that the master was a fool to have set his royal, and heave-to; he should have kept on till his masts were shot away, and then set her on fire, rather than be captured. He likewise said that he thought that there was money in the "*Cortes*;" and that if permitted to search, he thought he could find it; but it was not allowed.

The passengers wished Lieutenant Davies good-bye, and one of them thanked him for treating them so well.

The mate, Archibald, said before he left that he had been also well treated.

I declare this foregoing to be a true statement of facts connected with the capture of the "*Cortes*."

(Signed) J. CHURCHER, *Assistant Engineer, 1st Class.*

August 12, 1858.

Sworn to before us at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore.*
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Inclosure 4 in No. 195.

Statement of Alexander Atkinson, Quartermaster of Her Majesty's Gun-boat "Forward."

Q. State all you know of the "*Cortes*" being chased and boarded by the "*Forward*," on the 16th of April last.—A. I was quartermaster of the forenoon watch; Lieutenant Davies boarded the "*Cortes*;" I observed the crew mustered aft; she had American colours at main topmast-head. After Lieutenant Davies returned on board the "*Forward*" the first time, I observed men, belong to the "*Cortes*," crawling forward, and I saw them go to the galley in that manner. Lieutenant Davies then went back to the "*Cortes*," and I observed, about two minutes afterwards, the colours hauled down by some of the crew, four or five of them. After Lieutenant Davies quitted the schooner the second time, the colours were again shown, and immediately hauled down again by the mate Archibald. I found out his name by the other men. I saw no irregularity in any way; the master of "*Cortes*" was sober, and all the officers and men of "*Forward*" were sober, and engaged in taking care of prisoners. I have served in the "*Persian*" and "*Avenger*" brigs; and I consider that the passengers and crew of the "*Cortes*" were treated better than those I have seen taken on the Coast of Africa, by those vessels.

I attended searching the prisoners before they left; there was no irregularity, and no complaints. I heard all the prisoners, when leaving, say that they had been well treated.

There was no one drunk from the time the vessel was taken, that I saw or heard of, except Archibald, who was drunk when brought on board. The Commander of "*Forward*" was on deck night and day for three days, with the exception of taking his meals, and paid the greatest attention to everything, and to keep the "*Cortes*" in company.

I declare the foregoing statement to be true.

(Signed) ALEXANDER ^{his} ATKINSON.
mark.

Witness to signature.

(Signed) J. H. W. ROWLETT, *Master.*
August 12, 1858.

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore.*
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Inclosure 5 in No. 195.

Testimony of Daniel Wakeham, Quartermaster of Her Majesty's Gun-boat "Forward."

Q. Do you remember chasing, and afterwards boarding, the schooner "*Cortes*," on the 16th April, 1858? If so, state all you remember of the circumstance.—A. Yes; on that occasion I was coxswain of the boat; I was called up by Lieutenant Davies, and told by him to take notice of what passed. The papers of "*Cortes*" were asked for to be sealed and numbered, and the master of "*Cortes*" to attach his name and seal; he refused; then the captain went into the cabin. Lieutenant Davies said he would take possession, and take the "*Cortes*" to the nearest American man-of-war. The captain said, "I guess that you cannot find one." Then Lieutenant Davies answered, "At Key West or New York, there was one." Lieutenant Davies and the captain then went into the cabin, and the crew rushed and hauled down the colours; they were afterwards re-hoisted by some one unknown, and again hauled down. Lieutenant Davies then got into the boat, and the master of the "*Cortes*" jumped into the boat, and said, "I will come with you." I then saw some papers floating, and called attention to it, when the captain was accused by Lieutenant Davies of throwing them overboard; he said, "Oh, they are only a bundle of newspapers."

I considered that every one on board the "*Forward*," both officers and crew, were perfectly sober, and I saw no irregularity committed. I consider that the mate of "*Cortes*" was a great deal the worse for liquor. I do not consider the master of the "*Cortes*" was the worse for liquor.

Part of the crew were ironed by one leg after being brought to "*Forward*," four in number; four more were handcuffed in pairs, one arm each; and they were allowed all liberty that could be given with safety. During the passage to Cay Piedras, I did not observe any one the worse for liquor on board the "*Forward*." On arriving at that place, the passengers, boxes, and persons, were searched. Mr. Churcher conducted the

search, by Lieutenant Davies' orders; Mr. Huard and Mr. Jenkins, engineers, were present; also petty officers, John Rickard, leading stoker; Allen Atkinson, quartermaster; George Newman, corporal. Lieutenant Davies was walking and superintending the correctness of the search, and gave back from the sum taken, to each of the crew one Spanish doubloon, and to each passenger, two doubloons: after that, the money was counted in the presence of all the officers and petty officers of the searching party, and was found to be 86½ doubloons.

All the passengers and crew came to Lieutenant Davies, and wished him good-bye, and expressed their thanks for the kindness with which they had been treated; they invited him to go to their houses, and see their families.

I heard two of the crew say that they were called aft by the master, the day before they sailed, and told they were going to the Coast of Africa for slaves, and that they were detained by force on board the "*Cortes*" by the master, not wishing to belong to a slaver, and that no boats were allowed alongside.

I declare this statement to be true.

(Signed) DANIEL WAKEHAM, *Quartermaster*.

August 12, 1858.

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore*.
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Inclosure 6 in No. 195.

Statement of Thomas Pinkney, Quartermaster of Her Majesty's Gun-boat "Forward."

Q. State all the circumstances you know relative to the capture of the "*Cortes*" on the 16th of April last.—I remember the "*Cortes*" being boarded by Lieutenant Davies. I was ordered to remark and report anything that happened on board during the visit. I saw the colours of the "*Cortes*" hauled down, then hoisted, and then hauled down again; I was one of the crew put on board by the "*Forward*" to take charge of the schooner.

The mate, Archibald, was drunk, and continued so until he was removed. The master of the "*Cortes*" was sober, and I saw no one drunk but the mate Archibald.

The master and mate quarrelled; the master said that he did not wish to serve twenty years in prison.

The master told the mate that he had no right to put the ship round in the night, saying, you ought to have been in white water on the Florida shore; the mate replied, that the Spanish captain had ordered him to go round.

I declare this statement to be true.

(Signed) THOS. PINKNEY, *Quartermaster*.

August 12, 1858.

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore*.
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Inclosure 7 in No. 195.

Minute.

*Admiralty House, Naval Yard, Port Royal, Jamaica,
August 14 and 16, 1858.*

AT an investigation instituted into the circumstances connected with the detention and search of the schooner "*Cortes*," by Her Majesty's gun-boat "*Forward*," Lieutenant and Commander Henry Davies.

Commodore Henry Kellett read Lieutenant Davies' statement to him; he swore to its being a true statement of facts connected with the capture of the "*Cortes*."

The following questions were then put to Lieutenant Davies to elucidate the case:—

Q. You are aware of the complaints made by the masters of American vessels, that a system of espionage was exercised over them by boats belonging to Her Majesty's cruisers, in the harbour of Havana. Did you ever send boats on such service?—A. No.

With respect to Don Antonio Flores' statement, which was read to Lieutenant Davies:—

Q. Were these men landed on Cay Piedras?—A. No; I signalized for a pilot-boat, gave those that called themselves passengers two Spanish doubloons each to defray their expenses. They made their own terms with the people in the pilot-boat, and left for Cardenas in the boat.

With reference to Don Antonio Perez' statement, which was read to Lieutenant Davies:—

Q. How was the search of these people conducted?—A. I was present on the quarter-deck myself. Mr. Churcher, the senior engineer, conducted the search, assisted by his two assistant engineers, two quartermasters, one boatswain's mate, one leading stoker, and the corporal of marines. Sentries were placed to hinder any other portion of the ship's company from coming near and interfering.

Q. Can you give the names of the men that the money was taken from?—A. No; there was a rough list taken at the time of its being collected; the men would neither give their names nor nation. There was not the amount of money found on board the vessel stated by these men. After giving five doubloons to the master to defray his expenses, two to each of the passengers, and one to each of the crew, eighty-one doubloons and eleven dollars remained.

Q. Was any portion of your officers or crew drunk during the time of the capture of the "*Cortes*," or after, up to the time of the release of the prisoners off Cay Piedras?—A. No.

Q. Was any portion of clothing taken from the prisoners?—A. No.

Q. Were they ill-treated in any way?—A. No; four were placed for security one leg each in irons, and four handcuffed together. I considered this necessary, as the prisoners outnumbered my crew employed on deck, and I considered them suspicious, inasmuch as the mate, who was drunk, threatened to set fire to the "*Cortes*." They were all armed with long knives, which were taken away from them.

With respect to Don Miguel Soler's statement, which was read to Lieutenant Davies:—

Q. You have stated how the search was conducted; were any of the people stripped?—A. No one was stripped, but Mr. Churcher can give an exact account of what took place.

Q. It is stated that the pilots of the port of Cardenas can witness to the truth of Don Miguel Soler's statement: how far distant was the pilot-boat from the "*Forward*"?—A. The pilot-boat was a low boat, about the size of a ship's pinnace, was lying-to, off and on; they could not see on to our decks. None of the pilot's crew came on board the "*Forward*." She only once approached near enough for the prisoners to make a bargain with them for passage to Cardenas; they were placed on board the pilot's boat by the "*Forward*'s" boat.

With respect to the mate Archibald's statement, which was read to Lieutenant Davies:—

Q. You have heard the written statement of the mate of the "*Cortes*." Is his statement true with respect to your having inspected the papers and taken copies of them?—A. Such papers as were produced were shown to me in the cabin; this man was not present. I took no copies, with the exception of a few notes I made from the paper the master stated to be his cargo list, and which was adapted for a slave-trading voyage.

Q. Did you hear the conversation between the master and mate of the "*Cortes*," with respect to hauling down or setting the colours?—A. No; but his statement with respect to the number of times they were hauled down and hoisted, is nearly correct.

Q. Did the master (Durrant) state to you in the presence of his crew, or any portion of them, or before your crew, that he had no papers, or claim to any nationality?—A. Yes; he stated before his whole crew, that he was of no nation and had no papers. The coxswain of my boat, Daniel Wakeham, whose attention was called to witness what took place, heard him refuse to deliver up papers.

Q. Did you give any orders with respect to hauling down, or hoisting, the American ensign?—A. No; it was hauled down by the crew themselves, and I heard the master (Durrant) give repeated orders to haul it down.

Q. Did you order the master of the "*Cortes*" out of his vessel?—A. No; on my shoving off he jumped into my boat, as the Spaniards threatened to draw their knives on him. On arriving on board the "*Forward*," he stood on the quarter-deck, and in the presence of Mr. Rowlett, second master, and Mr. Churcher, the chief engineer, said that he had no papers, no colours, and was of no nation, and was bound to the coast of Africa for a cargo of slaves. After this remark I went below, and he followed me.

Q. Was any one present in the cabin at the time he was there?—A. Yes; my steward.

Q. What conversation took place between you and the master in your cabin with respect to the "*Cortes*," and who commenced the conversation?—A. The master remarked to me, you have taken the finest Baltimore schooner; but if I had had wind enough you would not have taken me: that she had been to the coast of Africa twice before, and had been a very lucky vessel. I made no remark. I kept him on board until the first boat-load of the prisoners were removed to the "*Forward*."

Q. Did you offer money, or anything in the shape of a bribe, to the master, or any other person belonging to the "*Cortes*"?—No.

Q. Did you ever make any offer of money to the mate (Archibald) as stated in his sworn affidavit?—A. No.

(Signed) HENRY DAVIES, *Lieutenant and Commander.*

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th of August, 1858.

(Signed)

HENRY KELLETT, *Commodore.*

H. J. GRANT, *Commander of H.M.S. "Imaum."*

MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Mr. Joseph Churcher, 1st Class Assistant Engineer, examined.

Commodore Kellett read Mr. Churcher's statement to him; he swore to its being a true statement of facts connected with the capture of the "*Cortes*."

Q. Were you appointed by Lieutenant Davies to conduct the search of the "*Cortes*" crew and passengers?—A. I was.

Q. State how the search was conducted.—A. In the first place, four of the oldest and steadiest petty officers, and the other two assistant engineers, were chosen to assist. The ship's company were kept away by order, and by sentries being placed near the gangways. The search took place on the quarter-deck; their coats and vests were removed, but not their shirts; their bodies were merely felt in the usual manner of searching, and their trowsers in most instances were dropped, as one man had a belt containing doubloons round his leg. Their boots also were taken off; their persons were not in any way exposed, with the exception of their legs, from the-knee downwards. They were not in any way ill-treated, there was no act of violence of any kind; the lock of one of the Spanish passenger's boxes was broken, as he refused, or could not, produce the key. The clothes were restored to their boxes and bags, and passed over the side into the boat that was to convey them to the pilot schooner, and a lashing was given to the man whose trunk was broken open, to secure it.

These people may have managed to leave with money about them, as the search was hurried, but under the circumstances it is not possible that any case of robbery could have been committed by any of the "*Forward*'s" crew.

Q. Was the Commander of the "*Forward*" drunk at the time of the capture of the "*Cortes*," or after, until the crew and passengers were discharged off Cay Piedras into the pilot-schooner?—A. He was not, to my knowledge.

Q. Were any of the officers or crew of the "*Forward*" drunk during that time?—A. I did not see any single case of drunkenness during that time amongst the officers or crew of the "*Forward*."

Q. Was the master of the "*Cortes*" drunk at the time he first went on board the "*Forward*," or when he left?—A. I saw no reason to think him drunk at either time. He appeared considerably agitated at the loss of his vessel.

Q. Was the mate Archibald drunk when brought on board?—A. When he was first brought on board he was much excited, and used strong language; he was afterwards drunk.

Q. Were spirits offered to him for the purpose of bribing him to sign any documents?—A. Not to my knowledge.

Q. Was any money ever offered to him for that purpose?—A. No: not to my knowledge.

Q. Are you aware that Lieutenant Davies offered him 500 dollars, or not, for that purpose?—A. Not to my knowledge; I have no reason to suppose he did.

Q. Were you in the Commander's cabin when the master of the "*Cortes*" first followed Mr. Davies down?—A. No, I was not.

Q. How were the prisoners victualled?—A. They were all given ship's allowance, four of the passengers living at the Captain's table.

Q. Where was the money principally found?—A. Principally upon their persons, and in one instance several doubloons in a cigar-box.

Q. Was the "*Cortes*" searched or examined for the purpose of ascertaining if there was specie on board?—A. A portion of the after-part of the vessel was examined, that is, the cabin and the hold under it; but nothing found.

(Signed) J. CHURCHER, *Assistant Engineer, 1st Class.*

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore.*
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Mr. Rowlett, Second Master, examined.

Commodore Kellett read Mr. Rowlett's statement to him; he swore to its being a true statement of facts connected with the capture of the "*Cortes*."

Q. Were you on board the "*Forward*" when the master of the "*Cortes*" went on board with Lieutenant Davies?—A. I was.

Q. Did you hear him make any statement with respect to the "*Cortes*?"—A. Yes; he stated that she was on a slave-trading voyage, that he had no nation, papers, or colours.

Q. You saw the American colours flying; how were they disposed of?—A. I cannot say.

Q. Were there any American colours found on board the "*Cortes*" after you took charge of her?—A. None.

Q. Were there any papers or money found on board after you took charge of her?—A. None.

Q. Did you make search for any?—A. I did.

Q. When at Kingston discharging, did you take measures to prevent any money from being taken out of the schooner?—A. Thinking there might be money, I took the precaution of hiring police, in addition to our own sentries.

Q. Do you think money could have been found by your prize crew and secreted?—A. I do not. The petty officer with me is an honest and trustworthy man; we did not break cargo, after the first search, until we arrived at the wharf in Kingston.

Q. Have you any reason to suppose the master had been bribed to state that the "*Cortes*" was of no nation, and had no colours or papers?—A. I have no reason to suppose so.

Q. When you were sent to the "*Cortes*" to take possession, did Lieutenant Davies accompany you, and was he sober at the time?—A. He did not accompany me, and he was perfectly sober.

Q. During the five days that you were in company with the "*Forward*" before leaving for Jamaica, you had frequent communication with the "*Forward*," and of seeing Lieutenant Davies; was he drunk on any of these occasions?—A. He was not.

Q. Did you search any portion of the "*Cortes*" crew that were left on board?—A. Not one; they left the "*Cortes*" the day she arrived at Port Royal, and they, as well as my prize-crew, were searched on board the "*Imaum*."

(Signed) J. H. W. ROWLETT, *Master.*

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore.*
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Thomas Pinkney, Quartermaster, examined.

Commodore Kellett read Thomas Pinkney's statement to him. He swore to its being a true statement of facts connected with the capture of the "*Cortes*."

Q. Did you see the prisoners searched?—A. No.

Q. Was the mate Archibald drunk?—A. Yes; and riotous. He said that if all hands had been of his mind the ship need not have been taken; he would sooner have started a cask of rum, and set fire to it.

Q. Were you the petty officer of the prize-crew?—A. Yes.

Q. Did you search the "*Cortes*," and when?—A. I did, assisted by two other petty officers, Daniel Wakeham, quartermaster, and Alexander Atkinson, quartermaster, sent by Lieutenant Davies expressly to search her. We went through every place it was possible without removing the cargo entirely. I went as far as the keelson, by the pump. I did not find any money, nor did the other quartermasters, but in the after part of the vessel we found many large water-casks.

Q. During the time you were in company with the "*Forward*," was Lieutenant Davies frequently on board?—A. Yes, frequently.

Q. At any of those times, or at the time of the capture of this vessel, did you observe Lieutenant Davies drunk, or any the worse for liquor?—A. No, never; in fact, I have never seen him so since he and I have been shipmates.

Q. Did you ever see any of the officers of the "*Forward*" drunk during that time?—A. No, I did not.

Q. Do you think that, while discharging this vessel at Kingston, any great amount of money could have been taken out of her?—A. No, I do not; police were employed, in addition to our own sentries.

Q. Do you know what amount of money was taken out of the prize?—A. I don't know of myself, but I heard from my shipmates that there were eighty-six doubloons to be shared as prize-money.

Q. Since you have returned to your ship have you ever seen any one with any part of clothing or property belonging to the crew or passengers of the "*Cortes*"?—A. No, I have not; I do not think there was any taken. The men were better treated than any prisoners I have ever seen, and I have been employed off the South-East Coast of Africa.

Q. Before you went on board the "*Cortes*," did you observe any colours flying?—A. Yes, American; which was hauled down, then hoisted and hauled down again; it was between 10 and half-past 10.

Q. Was there any American flag found on board the "*Cortes*"?—A. No, none whatever.

Q. Do you know what became of the American ensign that had been hoisted?—A. I cannot swear what became of it, but I was told it was thrown overboard with the papers.

Q. Did the two men you brought in the "*Cortes*" to Jamaica ever give you any information with respect to her character?—A. Yes; they both found out, before they left Havana, the voyage she was going on, and tried to escape from her. They also gave information of a vessel, the "*Mary Elizabeth*," that sailed at the same time for a slaving voyage, and we actually chased her in the "*Cortes*," and lost her in the dark.

(Signed) THOMAS PINKNEY, *Quartermaster, and Petty Officer, Prize-Crew.*

Sworn to before us, at the Admiralty House, Navy Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore.*

H. J. GRANT, *Commander of H.M.S. "Imaum."*

MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Daniel Wakeham, Quartermaster, examined.

Commodore Kellett read Daniel Wakeham's statement to him. He swore to its being a true statement of facts connected with the capture of the "*Cortes*."

Q. You were one of the petty officers assisting in the search of the crew and passengers of the "*Cortes*" on board the "*Forward*." State how it was conducted.—A. The petty officers were first called aft by Lieutenant Davies about 4 P.M., and strict orders were given that the search was to be conducted properly; that no violence or other irregularity should take place. The prisoners were called upon the quarter-deck. Sentries were placed at the gangways to keep the crew clear of the prisoners. Mr. Churcher and the two other engineers, the only officers on board, were also present. The prisoners were called, one by one, to be searched. They took off their coats, waistcoats, hats, and shoes, leaving on them their shirts and trousers. We then passed our hands over their persons to feel if they had anything concealed about them. We examined the clothes they took off, which were returned to them. They were then placed aft, separate from the others; likewise their boxes and portmanteaus.

Q. Did you take their trousers off?—A. No; their trousers were tucked up to their knees, as some had money round their legs, the waistbands of their trousers unbuttoned, and turned down for examination. Their persons, except their knees and legs, were not in any way exposed.

Q. Have you seen any one on board the "*Forward*" in possession of any property belonging to the crew or passengers of the "*Cortes*," clothes, or such like?—A. No; I have not.

Q. State what you know with respect to the money that was found.—A. After the search was completed, I saw given to each passenger two doubloons, and to each of the crew one doubloon. The money that was left was then counted by Mr. Churcher, assisted by Mr. Jenkins, in my presence and that of John Diamond, boatwain's mate, and John Record, leading stoker. Mr. Davies was in the cabin at the time. The amount was found to be, I perfectly recollect, 86½ doubloons.

Q. Was there any other money found?—A. No, there was no more found.

Q. Do you think the search was sufficiently strictly taken to ensure no money being carried away by the prisoner?—A. Yes, the search was a very strict and close one.

Q. The "*Cortes*" was in company with you for four or five days, and Mr. Davies frequently visited her during that time. Was he ever drunk, or the worse for liquor, during that period?—A. No, he never was.

Q. Was any other officer of the "*Forward*" drunk during that time?—A. No.

Q. You saw the American flag hoisted on board the "*Cortes*;" are you aware what became of it?—A. No; I do not know what became of it.

Q. Did you haul down the American flag?—A. No, I did not; as I said before, it was done by the crew themselves.

Q. Was the mate, Archibald, drunk?—A. He certainly had been drinking, and was much excited; and, in my opinion, it was necessary to secure him.

Q. Do you know whether the man Archibald was ever asked by any one in the "*Forward*" to sign a paper, or was he ever offered money to sign a paper?—A. No, not to my knowledge.

Q. Are you aware what amount of money Lieutenant Davies gave to Archibald?—A. I saw him give, I think, two doubloons.

Q. Did you ever hear any conversation between Mr. Davies and Archibald respecting money?—A. No.

Q. Did Mr. Davies take the master of the "*Cortes*" out of her; or did he leave her of his own will?—A. He did not take him out; we were in the act of shoving off, when he jumped into the boat and said he would come too.

Q. Are you aware if Lieutenant Davies ever offered the master of the "*Cortes*" money?—A. No, I am not aware.

Q. Did you hear the master of the "*Cortes*" say anything with respect to the character of this vessel on the "*Forward's*" quarter-deck? If so, state what it was.—A. He said he had no papers, no nation, no nothing.

(Signed) DANIEL WAKEHAM, *Quartermaster, and Coxswain of the boarding boat.*

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore.*

H. J. GRANT, *Commander of H.M.S. "Imaum."*

MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

Alexander Atkinson, Quartermaster, examined.

Commodore Kellett read Alexander Atkinson's statement to him; he swore to its being a true statement of facts connected with the capture of the "*Cortes*."

Q. From the time of the capture of the "*Cortes*," and during the time she was in company with the "*Forward*," Lieutenant Davies was frequently on board of her; during that period did you ever observe him drunk, or the worse for liquor?—A. No, never; he was perfectly sober.

Q. Did you see any other officer or man belonging to the "*Forward*" drunk during that period?—A. No, not one.

Q. Were you one of the petty officers attending the search of these men?—Yes, I was.

A. How was it conducted?—A. They took off their jackets, waistcoats, hats, and boots, and the shirt off a few of them; their trowsers were tucked up to their knees, the waistbands unbuttoned and felt round; some had belts round their waists and knees, in which money was found; others had money in the collars of their monkey-jackets; we searched their boxes and bags. They all submitted very quietly to this, all but the mate, who was obstreperous.

Q. What became of the money that was collected?—A. It was all taken down in the captain's cabin. I heard there were eighty-six doubloons to be shared as prize-money.

Q. Did you think it was necessary to confine these people for the safety of the ship?—A. I consider it was.

Q. Have you seen with any person on board the "*Forward*" any portion of the prisoners' clothing, or goods of any sort?—A. No, I have not.

Q. Was the search a strict one?—A. They were overhauled separately.

Q. Do you think these people could have taken money out of the vessel without your knowledge?—A. No; but we afterwards thought, on hearing there had been money in the vessel, they might have had false bottoms to their boxes. The latter part of the search was conducted by candle-light.

Q. Do you happen to know, or have you heard, if money was offered to the master to get him to sign any paper?—A. No, I never heard such a thing.

(Signed) ALEXANDER ^{his} ATKINSON.
mark.

Witness to signature:

WILLIAM T. GRIEVE, *Secretary*,

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore*.
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

William Bernthal, A.B. (doing duty as Lieutenant Davies' steward).

Q. Do you recollect the master of the "*Cortes*" going on board of the "*Forward*"?—A. Yes.

Q. Were you present in the cabin when he went down with Lieutenant Davies?—A. Yes, I was.

Q. Do you recollect what conversation took place?—A. No, I do not; when he came in I stood outside the door.

Q. Were they drinking?—A. No.

Q. Was Lieutenant Davies perfectly sober?—A. Yes, perfectly sober.

Q. Was he drunk from the time of the capture of the "*Cortes*" to the time the prisoners being discharged off Cay Sal?—A. No, he was not. I have been with him since leaving England, and I have never seen him in that state. I keep the keys and his wine account.

Q. Was the master of the "*Cortes*" drunk when he left the "*Forward*"?—A. No, he was not. He had nothing to drink on board; he appeared to be much excited from the loss of his vessel.

Q. Was the mate, Archibald, ever with Lieutenant Davies in his cabin?—A. No, never.

Q. Did you ever see Archibald, the mate, drunk?—A. Yes, he was drunk and noisy when he came on board, and I think that is the reason they put him in irons.

Q. Do you know if the prisoners were properly fed?—I had orders from Lieutenant Davies to see that they had their provisions and were properly looked after.

(Signed) W. BERNTHAL, *Captain's Steward*.

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of August, 1858.

(Signed) HENRY KELLETT, *Commodore*.
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

George Newman, Corporal, R.M., examined.

Q. Were you present at the searching of the crew and passengers of the "*Cortes*" before they were discharged from the "*Forward*," off Cay Piedras?—A. I was.

Q. State how the search was conducted?—A. The search was made by myself and petty officers of the ship, in the presence of the engineers, on the quarter-deck. The prisoners were on the starboard side, and we searched them on the port side. There were two sentries, one on each gangway, to keep the ship's company from interfering with us during our search of the prisoners. We searched them one at a time, taking off their coats and waistcoats, when they had any, and felt them down, tucked up their trowsers to their knees, unbuttoned their waistbands, and felt them round. One or two took their shirts off; we also examined their boxes, bags, and trunks; they were passed from the search into the boat that was to take them to the pilot-boat. Before we finished the search it was dark, and we were obliged to get a candle.

Q. Was the search a pretty strict one?—A. We searched them as near as we could.

Q. Do you think that the prisoners could have taken a large amount of money away with them?—A. They could, if they had false cases in their chests.

Q. Do you know what was done with the money that was collected?—A. The money that was collected was taken into the cabin by the chief engineer and ship's cook. I cannot say if the cook went below with the money.

Q. Do you recollect the amount of money collected?—A. After the money had been given to the prisoners there were eighty-six doubloons left.

- Q. Are you aware if these men's clothes were returned to their boxes?—A. They were.
- Q. Have you seen any property belonging to the prisoners, on board the "Forward," since their discharge?—A. I have not; nor do I think there was anything taken from them beyond the money.
- Q. Where was the money generally found?—A. In belts round their waists and just above the calf of the leg; seventeen doubloons were found in a cigar box, and some in the collars of their coats.
- Q. After the capture of the "Cortes," was there any spirits taken to your ship?—A. There was a cask taken on board supposed to be, and marked, "Ale," which was found to be spirits, and it was thrown overboard.
- Q. From the time of the capture of the "Cortes," to the time of the prisoners' discharge off Cay Piedras, did you see any officer or man belonging to the "Forward" drunk?—A. No; I did not.
- Q. When and how was the mate, Archibald, confined?—A. When he came on board he was drunk and wranglesome. He was handcuffed to another man on the quarter-deck, under the awning. A sentry was there night and day over the whole of them.
- Q. In your visits to your sentries, either by night or day, did you ever hear of any bribe being offered to the man Archibald, to sign any paper?—A. No, I never did; I slept close to them, and I do not consider any offer of this sort could have been made to him without my hearing it or being informed by the sentries, who had instructions from me to report everything to me that passed.
- Q. It is stated that your commander was not sober; was such the case?—A. No, certainly not; he was on deck night and day, and I was frequently up at night myself and saw him carrying on the duties; I am, also, frequently in his cabin to get things I want, as I do ship-steward's duty, and I have never seen him in that state.
- Q. Were these men supplied with rations from the ship?—A. They were supplied with full allowance of ship's provisions.
- Q. When the master of the "Cortes" went on board the "Forward," did you hear him make any statement relative to his vessel?—A. I heard him say he had no nation, no papers, and no colours; that is the only statement I heard him make.

(Signed) . GEORGE ^{his} NEWMAN.
mark.

Witness to signature:
WILLIAM T. GRIEVE, *Secretary.*

Sworn to before us, at the Admiralty House, Naval Yard, Port Royal, Jamaica, this 18th day of January, 1858.

(Signed) HENRY KELLETT, *Commodore.*
H. J. GRANT, *Commander of H.M.S. "Imaum."*
MONTAGU F. O'REILLY, *Commander of H.M.S. "Lapwing."*

In the Vice-Admiralty Court of Jamaica.

Our Sovereign Lady the Queen *against* a certain schooner or vessel called the "Cortes," nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, prize to Her Majesty's ship "Forward."

A true and perfect inventory of the several articles under-mentioned, being the cargo of the above schooner:—

	£	s.	d.
78 quarter-casks and 40 hogsheads rum (3,687 gallons), at 1s. per gallon ..	184	7	0
1 hogshead red wine (41 gallons), at 2s. ..	4	2	0
3 quarter-casks ditto (66 gallons), at 2s. ..	6	12	0
1 octave ditto (12 gallons), at 1s. ..	0	12	0
2 octaves vinegar (24 gallons), at 1s. ..	1	4	0
70 barrels rice (136 cwt. 0 qrs. 24 lbs. nett), at 10s. per 100 lbs. ..	76	5	7
51 barrels bread (20 cwt. 1 qr. 24 lbs.), at 10s. per barrel ..	25	10	0
2 barrels sugar (3 cwt. 1 qr. 12 lbs.), at 14s. per cwt. ..	2	7	2
2 barrels and 12 bags damaged peas (32 bushels), at 3s. per barrel ..	4	16	0
7 kegs lard (2 cwt. 1 qr. 23 lbs. nett), at 56s. per cwt. ..	6	17	6
3 sacks salt (499 lbs. nett), at 2s. per 100 lbs. ..	0	10	0
3 bags tobacco (84 lbs.), at 9d. per lb. ..	3	3	0
2 bags corn (3 bushels), at 4s. ..	0	12	0
1 bag sarsaparilla (13 lbs. nett), at 6d. per lb. ..	0	6	6
1 bag wooden spoons, about 22 dozen ..	0	10	0
5 drums codfish (4 cwt. 1 qr. 24 lbs.), at 10s. per drum ..	2	10	0
3 barrels wheat flour, at 26s. ..	3	18	0
10 boxes salad oil (10 gallons), at 6s. ..	3	0	0
1 box vermicelli, 22 lbs. nett ..	0	8	0
1 cast-iron boiler and frames ..	5	0	0
7 barrels beef (12 cwt. 1 qr. 28 lbs.), at 80s. ..	28	0	0
6 barrels pork (10 cwt. 2 qrs. 24 lbs.), at 80s.) ..	24	0	0
6 muskets, at 8s. ..	2	8	0
1 bag bullets ..	0	2	0
33 tin buckets, at 1s. ..	1	13	0
6 wooden buckets, at 1s. ..	0	6	0
1 barrel herrings ..	0	10	0
1 box sago, 18 lbs. nett ..	0	10	0
1 box medicines ..	0	4	0
1 keg nails ..	1	0	0
98 water-casks, at 4s. ..	19	12	0
1 lot firewood ..	5	0	0
3,091 feet lumber ..	15	0	0

£430 15 9

MEMORANDUM.—With the exception of the rum, sugar, muskets, and bullets, the above valuation includes the duties payable on each article.

I, Henry Maxwell Hall, Marshal of this Court, do, with all due respect, hereby certify that, by virtue of the decree of condemnation in the said cause, I have chosen Henry Forbes Colthirst, of the city and parish of Kingston, in the county of Surrey, in the Island of Jamaica, merchant, a good and lawful man, well experienced in such affairs, and have duly sworn him faithfully and justly to value and appraise the above articles according to their true value, and to the best of his skill and judgment. And I, the said Henry Forbes Colthirst, whose name is hereunto subscribed, do hereby certify that, by virtue of my said oath, I have faithfully and justly valued and appraised the above articles at the sum of four hundred and thirty pounds fifteen shillings and nine pence, lawful money of the said Island of Jamaica.

In witness whereof we have respectively set our hands the twenty-seventh day of May, one thousand eight hundred and fifty-eight.

H. M. HALL, *Marshal*.

H. F. COLTHIRST, *Appraiser*.

After the foregoing inventory and appraisement was made and sworn to, and after the unlading of the cargo for the purpose of being sold pursuant to decree, eleven additional water-casks, full of water, which had been detained on board as ballast, were delivered to me, and are accounted for in the account of sales of the cargo filed in this worshipful Court; a chronometer and a lot, each, of spars, sails, and old rope, were also handed over to me and are accounted for in the same account sales.

H. W. HALL, *Marshal*.

Inclosure 8 in No. 195.

Mr. Rowlett to Commodore Kellett.

Sir, "Cortes," *Port Royal, May 3, 1858.*
I HAVE the honour to inform you of the arrival of this vessel, captured by Her Majesty's gun-boat "Forward," on the morning of the 16th of April, in latitude 23° 45' north, longitude 82° 15' west.

The vessel is marked "Cortes, New York," on her stern. She has the fittings for a slave-deck; likewise an extraordinary number of water-casks for so small a vessel.

The master and crew refused to give any account of themselves; and not having any colours or papers, she was detained by Lieutenant H. Davies, the Commander of the "Forward," who gave me orders to proceed to this port, and upon arrival to report myself to you, and put the vessel in Court for adjudication.

Two of the crew have also been detained, and brought down in the vessel.

I have, &c.

(Signed) J. H. W. ROWLETT,
Second Master of Her Majesty's Gun-boat "Forward."

Inclosure 9 in No. 195.

Lieutenant Davies to Commodore Kellett.

Sir, "Forward," *Port Royal, May 26, 1858.*
I HAVE the honour to report, that when cruising off the Havana on the 16th April, at 5 A.M., I sighted a topsail-schooner about six miles on the lee-quarter, standing towards us. I continued on the same course until she neared us to three miles on the lee-beam, when I kept away, and got up steam.

During this time the schooner made sail, manœuvred, altered course frequently, and was so suspicious in appearance that I determined on boarding her. After a chase of one hour and a-half, I hoisted the English colours, and fired a blank gun. Chase showed American colours, and hove-to. She proved to be the "Cortes," from Havana.

Upon boarding her a person represented himself as the master, showed me some papers, which I considered to be irregular, but he refused to deliver them into my own hands. The crew rushed and hauled down the flag, and destroyed the papers. I then, as previously, informed them that I intended to take them to an American man-of-war, when they all denied their being of any nation; also the existence of any papers.

The papers that had been shown to me were observed by Daniel Wakeham to be thrown into the sea, and could not be recovered. No papers were found during the search for them which immediately occurred: therefore I detained her.

On searching the vessel I found her fully equipped for the Slave Trade.

The nature of the papers could not be ascertained, as the person representing himself to be master would not give me more than a glance of them before destroying them.

No one would acknowledge to be the master after detention.

I then put Mr. Rowlett, second master of Her Majesty's ship "Forward," on board with a crew, and sent her for adjudication at Jamaica.

I have, &c.

(Signed) HENRY DAVIES.

Inclosure 10 in No. 195.

Lieutenant Davies to Commodore Kellett.

Sir, "Forward," *Port Royal, June 1, 1858.*
I HAVE the honour to inform you, that when the "Cortes" slaver was detained, there were removed to Her Majesty's gun-boat "Forward," eighty-six doubloons and eleven dollars, for safe custody, which will be paid into the Vice-Admiralty Court in England, for distribution.

I have, &c.

(Signed) HENRY DAVIES.

No. 196.

Commodore Kellett to the Secretary to the Admiralty.

Sir,

"Imaum," at Jamaica, August 26, 1858.

WITH reference to my letter of the 10th instant, I have now the honour to transmit herewith, for the information of my Lords Commissioners of the Admiralty, Returns from the Commanders of Her Majesty's steam-vessels "Basilisk" and "Jaseur," of all the vessels under foreign colours boarded during the period they were cruising off the coast of Cuba, with the details required.

I have, &c.

(Signed) HENRY KELLETT.

Inclosure 1 in No. 196.

Lieutenant Scott to Commodore Kellett.

Sir,

"Jaseur," Port Royal, August 25, 1858.

I HAVE the honour to forward to you a report of vessels boarded on the coast of Cuba, by Her Majesty's gun-boat under my command. With the exception of the vessels shown in the report as having been brought to with blank guns, none were detained on their voyages, having been boarded going ahead, and dropping down the boat to them. Their masters were all extremely civil, generally asking the boarding officer to take some refreshments, and making inquiries as to the navigation, &c. The master of the "Brothers," although he refused to show his papers to prove his nationality, was civil and polite, and as I was perfectly satisfied he was a lawful trader, I did not insist on seeing them.

I have, &c.

(Signed) JOHN BINNEY SCOTT

Inclosure 2 in No. 196.

Return of Vessels boarded by an Officer from Her Majesty's ship "Jaseur," under command of Lieutenant Scott, whilst cruising for the Suppression of the Slave Trade.

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reason for so doing.	Conversation held on board.	Remarks.
1857 Nov. 13	Juno ..	Bremen ..	John R. Moss, Second Master, and second in command.	One blank ..	To compel her to show colours	Confined to questions in compliance with "Instructions to officers employed in the suppression of Slave Trade"	Papers examined.
" 14	Golden Eagle ..	American ..	Ditto ..	Not ..	..	Ditto ..	"
" 24	María ..	Spanish ..	Ditto ..	One blank ..	To bring her to, ship going too fast to board with safety	Ditto ..	"
Dec. 9	Kunigunde..	Bremen ..	Ditto ..	..	..	Ditto ..	"
1858 Jan. 6	Viola ..	American ..	Ditto ..	..	..	Ditto ..	"
" 15	La Sirena ..	Spanish ..	Ditto ..	..	..	Ditto ..	"
" 19	Fernando ..	Ditto ..	Ditto ..	..	..	Ditto ..	"
" 21	Lucy Frances ..	American ..	Ditto ..	..	..	Ditto ..	"
" 26	Elizabeth ..	Ditto ..	Ditto ..	..	..	Ditto ..	"
" 26	Frank Hall ..	Ditto ..	Ditto ..	One blank ..	To heave her to, going too fast to board with safety	Ditto ..	"
Feb. 23	Felis ..	Spanish ..	Ditto ..	Ditto ..	Ditto ..	Ditto ..	"
March 25	Desengano..	Ditto ..	Ditto ..	..	..	Ditto ..	"
April 27	James Davis ..	American ..	Ditto ..	..	..	Ditto ..	"
May 28	Stadt ..	Oldenburg ..	Ditto ..	Two blanks ..	To bring her to, going too fast to board with safety	Ditto ..	"
June 1	Rebecca ..	Bremen ..	Ditto ..	..	..	Ditto ..	"
" 1	Fiel ..	Spanish ..	Ditto ..	..	..	Ditto ..	"
" 2	Mount Eagle ..	American ..	Ditto ..	..	..	Ditto ..	"
" 4	M. J. Kemble ..	Ditto ..	Ditto ..	..	..	Ditto ..	"
" 8	Brothers ..	Ditto ..	Ditto ..	One blank ..	To bring her to, going too fast to board with safety	Ditto ..	Master refused to show papers when requested to do so to prove his nationality; but I was perfectly satisfied he was a lawful trader, and did not insist on seeing them.

Acted under the immediate orders of Commodore Henry Kellett, C.B., &c., guided by Instructions to Officers employed in the Suppression of the Slave Trade.

"Jaseur," Port Royal, August 25, 1858.

(Signed)

JOHN BINNEY SCOTT, Lieutenant and Commander.

Inclosure 3 in No. 196.

A RETURN of Vessels boarded by an Officer from Her Majesty's ship "Basilisk," under command of Commander Phayre, whilst cruising for the suppression of the Slave Trade on the South Coast of Cuba.

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reason for so doing.	Conversation held on board.	Remarks.
1857							
Nov. 21	Marseileta ..	Spanish ..	Lient. R. F. Broadrick ..	Fired at ..	Dark, and ship would not heave-to ..	Conversation relative to his passage, and what winds he had had.	This vessel was from St. Thomas.
" 27	Brunette ..	American ..	Ditto ..	Not fired at ..	..	Asked leave to fill up the form in the boarding-book, which was granted	
" 27	Malaria ..	Spanish ..	H. W. Burnett, Master ..	Fired blank gun ..	To bring her to ..	Asked about the English mail-steamer, and whether it had arrived at St. Thomas.	
" 22	Eliza Ann ..	English ..	Lient. J. G. Mead ..	Not ..	..	Conversation as to weather experienced and number of turtles taken.	The San José was one day from St. Jago de Cuba; filled up the usual form in the boarding-book.
Dec. 5	Amelia ..	Ditto ..	Lient. R. F. Broadrick ..	Ditto ..	..	Conversation about the Island of Jamaica, and what men of war were laying there.	
1858							
Jan. 28	Rowland ..	American ..	W. E. Fitzgerald, Midshipman ..	Ditto ..	..	Asked captain for American papers, &c.	Both these vessels were well overhauled, as they seemed suspicious craft.
Feb. 4	Franklin ..	French ..	Lient. J. G. Mead ..	Ditto ..	..	Asked if Her Majesty's ship "Brunswick" was at Aspinwall, and was answered, that she had left two days before this vessel sailed.	
" 5	San José ..	Spanish ..	Lient. R. F. Broadrick ..	Ditto ..	..	..	
" 13	Sarah Bottice ..	American ..	Ditto ..	Ditto ..	..	Asked the usual questions in the form of boarding-book in the Station Orders; and if there was any sickness at New Orleans.	This vessel was a Cayman turtle-boat.
" 11	Jalad ..	Spanish ..	Lient. J. G. Mead ..	Ditto ..	..	Not remembered ..	
" 11	Name unknown ..	Ditto ..	Ditto ..	Ditto ..	..	Ditto.	
" 14	Circassian ..	American ..	Ditto ..	Ditto ..	..	Conversation relative to British and foreign men of war lying at Aspinwall	This vessel was a Cayman turtle-boat.
" 19	Relief ..	English ..	H. W. Burnett, Master ..	Ditto ..	..	..	

Return of Vessels, &c.—continued.

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not.	Reason for so doing.	Conversation held on board.	Remarks.
1858	Star of the West	American	..	..	..	..	Boarded in Port Royal harbour.
April 14	New Era	English	W. Binnington, Midshipman	Not	..	Answering questions required for filling-in boarding-book.	
" 14	Eliza Shairp	Ditto	Ditto ..	Ditto	..	Went alongside; asked questions required for filling-in boarding-book.	
" 15	Iris	Spanish	Lieut. J. G. Mead	Ditto	..	Conversation about the length of his passage from Barcelona (70 days)	Sent them some tobacco, of which they were sadly in want.
" 14	Glenburn	American	Lieut. R. F. Broadrick	Fired at with blank	To make her show her colours	Asked the captain if he had any negroes on board; on being told he had not, asked leave to fill up the form in the boarding-book, which was granted.	
" 15	Palmyra	Ditto	Ditto ..	Not	..	..	Asked "Palmyra" the usual questions, to fill up boarding-book.
" 23	Oldulia	Spanish	H. W. Burnett, Master	Ditto	..	Answering the questions required to fill up boarding-book.	
" 23	Express	English	Lieut. J. G. Mead	Ditto	..	Conversation as to weather at Halifax.	This vessel reported being boarded by "Styx," off Cape Mayse, Cuba.
" 23	Black Squall	American	Ditto ..	Ditto	..	Conversation as to the sailing qualities of American fore-and-aft schooners; asked the captain to report "Basilisk" off St. Jago de Cuba to our Consul at that place.	
" 26	Time	English	Ditto ..	Ditto	..	About the men-of-war at Port Royal	Short of provisions, which were supplied her.
" 27	Blanca Aurora	Spanish	Lieut. R. F. Broadrick	Ditto	..	Told the captain I wished to examine his hold and fittings, and asked what disease the men had died of; how many days he expected to be going to Barcelona	This ship had 22 passengers on board, one of whom was dead at the time of boarding.
" 30	Leith	English	Lieut. J. G. Mead	Ditto	..	Captain complained of foul winds, and asked my opinion as to the sort of weather he was likely to experience at this time of year	This vessel was not boarded owing to the heavy sea running at the time.
May 3	Piaseie	American	Lieut. R. F. Broadrick	Ditto	..	..	The "Piaseie" was an American brig from New York, bound to Trinidad, Cuba; do not remember any conversation that took place.

Return of Vessels, &c.—*continued.*

Date.	Name of Ship.	Flag.	Name and Rank of Boarding Officer.	Fired at, or not:	Reason for so doing.	Conversation held on board.	Remarks.
1858 May 4	Liberios ..	American ..	Lieut. R. F. Broadrick	Not ..	..	Asked to see her papers, and the usual questions in the station form of boarding-book	The name of the captain of the "Liberios" was Lecoq, and he appeared to be a Frenchman.
" 5	Annetta ..	English ..	Ditto ..	Three blank guns were fired	To make her heave-to and show colours	Asked the reason she would not heave-to and show her colours, and reprimanded the master for not doing so.	
" 16	Frieda ..	Hamburgh ..	Ditto ..	Not ..	..	Asked to see her papers.	
" 21	Ferrina ..	French ..	H. W. Burnett, Master	Ditto ..	..	Answering the questions required to fill up the boarding-book, and whether we were cruising for slave-vessels	This vessel ("Ferrina") was from Falmouth, bound to New Orleans.
" 22	Velocipede ..	English ..	Lieut. J. G. Mead ..	Ditto ..	..	Captain asked the reason of his being made to heave-to; told him I had orders to overhaul his craft	
" 22	Trojan ..	American ..	Ditto ..	Ditto ..	..	Asked for some American papers, and permission to fill up the boarding-book	The captain of this vessel was very civil, and hove-to for our boat, though he was not asked to do so.
" 26	Mungo Park ..	Ditto ..	Ditto ..	Ditto ..	..	Asked if he had seen any gun-boats on the coast. He answered, that he had passed one ("Jaseur") off Cape Cruz, the evening before.	
" 29	Bradshaw ..	Ditto ..	Ditto ..	Ditto ..	..	Asked for American papers, but the captain had none to spare	Had a long pull after this vessel, but did not order her to heave-to.
" 30	W. S. Cogswell ..	Ditto ..	Ditto ..	Ditto ..	..	No conversation.	
June 1	Jno. Stevens ..	Ditto ..	Lieut. R. F. Broadrick	Ditto ..	..	Asked leave to fill up the form in the station boarding-book, and what sorts of winds and weather she had had on her passage.	

"Basilisk," Port Royal, August 24, 1858.

(Signed)

G. A. PHAYRE, Commander.

No. 197.

The Secretary to the Admiralty to Mr. Fitzgerald.—(Received October 11.)

(Extract.)

Admiralty, October 8, 1858.

WITH reference to former correspondence, I am commanded by my Lords Commissioners of the Admiralty to send you, herewith, for the information of Her Majesty's Secretary of State for Foreign Affairs, a Return of vessels boarded by Her Majesty's ship "Buzzard," during the time she was cruising off the coast of Cuba, for the suppression of the Slave Trade.

Inclosure 1 in No. 197.

LIST of Vessels boarded by Her Majesty's ship "Buzzard," off the north coast of Cuba, between March 29 and June 29, 1858.

Date when boarded.	Name of Vessel.	Under what colours.	Name of Boarding Officer.
1858			
March 29	Elton	American	C. D. Broughton, Acting Mate.
" 31	Emma	Spanish	A. C. S. Blackett, Acting Mate.
April 6	Secundina	Ditto	W. H. S. Mourilyan, Lieutenant.
" 8	Salicia	Ditto	Ditto.
" 8	Elmwood	American	Ditto.
" 12	Temeraria	Spanish	Ditto.
" 13	John Howe	American	Ditto.
" 13	Elvira	Spanish	Ditto.
" 13	Dosalmanos	Ditto	H. B. Akaster, Master.
" 14	Tanqua	Ditto	Ditto.
" 25	Mary R. Barney	American	W. H. S. Mourilyan, Lieutenant.
" 25	Queen of the West	English	Ditto.
May 2	S. F. Thurston	American	Ditto.
" 2	Alruccabah	Ditto	Ditto.
" 2	Thos. Acorn	Ditto	Ditto.
" 2	Lotte Rich	Ditto	Ditto.
" 2	Marcia Tribon	Ditto	Ditto.
" 2	C. F. O'Brien	Ditto	Ditto.
" 2	John A. Taylor	Ditto	Ditto.
" 2	Clarendon	Ditto	F. Peel, Commander.
" 2	Joaquima Brateria	Spanish	W. H. S. Mourilyan, Lieutenant.
" 2	Grotto	American	Ditto.
" 2	Marta Gfichrist	Ditto	Ditto.
" 2	John Howe	Ditto	Ditto.

REPORTS FROM NAVAL OFFICERS.

List of Vessels, &c.-continued.

Date when boarded.	Name of Vessel.	Under what colours.	Name of Boarding Officer.
1858			
May 2	W. H. Chandler	American	W. H. S. Mourilyan, Lieutenant.
" 6	Maria	Spanish	W. Stone, Gunner.
" 10	Ced	Ditto	A. St. Clair, Lieutenant.
" 21	Julia Avoiles	Ditto	H. B. Akaster, Master.
" 22	Marmion	American	Ditto.
" 24	Amia	Spanish	Ditto.
" 26	Cuba packet	Dutch	Ditto.
" 27	Crimea	American	Ditto.
" 27	Maria Mati	Spanish	Ditto.
" 28	Antilla packet	Ditto	Ditto.
" 28	Anonima	Ditto	Ditto.
" 28	Morga	Ditto	Ditto.
" 28	Jacob Prentice	American	Ditto.
" 30	Tres Anitas	Spanish	Ditto.
" 30	Joaquim	Ditto	Ditto.
" 30	Oquendo	Ditto	Ditto.
June 15	Alecta	Ditto	Ditto.
" 15	Balear	Ditto	Ditto.
" 15	Celia	Ditto	Ditto.
—	Cocifon	Ditto	Ditto.
" 16	Alfred	Ditto	Ditto.
" 22	Boregua	Ditto	Ditto.

(Signed) FRANCIS PEEL, *Commander.*

No. 198.

Vice-Admiral Sir H. Stewart to the Secretary to the Admiralty.

Sir,

"Indus," at Halifax, October 12, 1858.

IN pursuance of the directions conveyed to me in your letter of the 21st ultimo, to investigate and report the circumstances connected with the boarding and examination of the Spanish brig "Ermesinda" by Her Majesty's ship "Styx," I transmit herewith, to be laid before the Lords Commissioners of the Admiralty, the copy of a letter, and of its inclosures, which I have received from Commander Vesey on that subject.

I trust their Lordships will agree with me in thinking this explanation quite satisfactory. I am convinced, from personal observation, that Commander Vesey and Lieutenant Goold (the boarding officer on the occasion in question) are incapable of knowingly "molesting or annoying the mercantile marine" of any nation; and I think, in justice to those officers, so grave a charge should have been accompanied by a more specific statement of the occurrence complained of.

I have, &c.

(Signed) HOUSTON STEWART.

Inclosure 1 in No. 198.

Commander Vesey to Vice-Admiral Sir H. Stewart.

(Extract.)

"Styx," Halifax, October 11, 1858.

I HAVE the honour to acknowledge the receipt of your memorandum dated 8th October, with its inclosures, calling upon me to give a full explanation of the circumstances connected with the boarding of the Spanish brig "*Ermesinda*," which vessel is said to have been visited by the "*Styx*."

I beg to call your attention to the manner in which a very grave charge has been brought against me by his Excellency the Captain-General of Cuba:—

1st. The name of the master of the "*Ermesinda*" is not given, and his statement has not been forwarded.

2nd. Neither date nor latitude and longitude are mentioned.

3rd. Though the name of the steamer was neither asked nor told, it is stated that she was the "*Styx*."

4th. It is taken for granted that I boarded in person, and showed "a wish to molest and annoy the Spanish mercantile marine."

5th. The boarding officer is charged with having no documents authorizing him to act, and with not having made an entry in the log (an act which requires the master's sanction).

It is not easy to reply to a charge brought in such a vague and general way as this; but as I am anxious to give the fullest possible explanation on the subject, I have carefully searched the boarding-book and log of this ship, and find that on the 17th June, 1858, Pan of Matanzas in sight, a Spanish brig called the "*Misinda*" was chased 8½ miles, brought-to, and examined. As this may be the same vessel, I inclose the boarding officer's statement, together with an extract from the log of this ship.

It will be seen from our log, that I was unable to come up with the stranger without using steam, and that a period of fifteen minutes elapsed between the firing of the first gun and her showing colours. Her delaying to do so was in itself suspicious, and quite sufficient to authorize me to act on the Treaty of 1835.

The boarding officer's statement will speak for itself, and had I wished to "annoy the (Spanish) mercantile marine," her not having the proper clearance would have been sufficient excuse for my detaining the "*Misinda*."

I most distinctly deny ever having, whilst boarding Spanish vessels, exceeded the terms of the Treaty between Great Britain and Spain, or ever having used unjustifiable means to enforce it.

Inclosure 2 in No. 198.

Lieutenant Goold to Commander Vesey.

Sir,

"Styx," Halifax, October 10, 1858.

IN reply to your orders, that I should report to you what occurred on my boarding the Spanish brig "*Misinda*," off Cuba, on the 17th June, 1858, I beg to give the following statement, which I make to the best of my recollection, after the lapse of nearly four months.

On the 17th June, at about 10 A.M., I proceeded in the second gig to board a brig under Spanish colours hove-to near Her Majesty's steam-ship "*Styx*." I was received at the gangway by the master of the vessel, who addressed me in English. From his general appearance and style of conversation, I supposed him to be an American; but, when desired to answer a few questions concerning the brig, he told me in Spanish that he could not understand a word of English. I then said the questions should be asked him in Spanish if he preferred it, and, with the assistance of one of the men whom I called from the boat, I made the necessary inquiry. On demanding, where the vessel was from? he answered, Matanzas; where bound? Havana. I then asked him the reason his hatches were covered and secured, if only going to a port forty miles distant, to which he could give me no answer. I then demanded his clearance from the Custom-house of the last port he had left. He did not possess one. I then asked what the cargo consisted of. He said, "Dried beef;" to which I remarked, that I considered it very unusual to export dried beef from Matanzas. He could not produce a manifest of the cargo; and I ascertained from the vessel's papers that his crew should have been fourteen in number, having on board only eleven. He then stated that he had come from Buenos Ayres, and on the passage he had discharged three men at Pernambuco. His vessel was not consigned to any merchant at Matanzas, and, finding he could not dispose of his cargo there, he left for Havana without obtaining a clearance from Matanzas. I told him if he could not open his hatches I would take his vessel and stand towards Her Majesty's ship "*Styx*." After a delay of some minutes he assented to do so. On examining the after part of the hold under the cabin I found what appeared to be a flying deck, on which were stowed some bags, containing rice and calavances. I endeavoured to ascertain how far the deck continued forward, but was prevented from doing so by a bulkhead athwart the vessel, about twenty feet from the stern. Supposing the deck to be continued to the forepeak I then went into the hold forward, through a large scuttle, to prevent the main hatch being disturbed, having a boat stowed over it. The cargo proved to be dried beef, and was, no doubt, stowed upon a deck, as a cargo of that description would not be placed near the bottom of the hold; but, to be certain that such was the case, it was necessary to disturb a portion of the cargo, which I did not consider it prudent to do.

Before leaving the vessel I offered to make an entry into the log that the brig had been detained for examination, with reasons for doing so, but the master did not wish it. I also said that, in all probability, an officer would be sent on board to proceed in her to Havana, as he was unable to produce a complete set of papers. The before-mentioned information I communicated to you on my return to the "*Styx*," and, in conclusion, I can positively assert that the vessel had sailed from a port without a clearance from the Custom-house and manifest of cargo, with an incorrect list of crew; and also, that I was provided with all the documents and authority necessary for boarding the vessel before leaving Her Majesty's steam-sloop "*Styx*" under your command.

I have, &c.

(Signed) WM. HY. GOOLD.

REPORTS FROM NAVAL OFFICERS.

Inclosure 3 in No. 198.

Extract from the Log of Her Majesty's ship "Styx," June 17, 1858.

7-30, wore and made sail in chase.
8-0, Pan of Matanzas, S.S.E. $\frac{1}{2}$ E. Got steam up.
9-15, fired a gun to make a brig show colours.
9-20, fired a gun.
9-30, fired a shot. Brig hoisted Spanish colours, and hove-to.
Detained the vessel for examination one hour and five minutes.

This is to certify that the above is a correct copy from the ship's log.

(Signed) JAMES KIDDLE, *Master, H.M.S. "Styx."*

SOUTH-EAST COAST OF AMERICA STATION

No. 199.

Vice-Admiral Wallis to the Secretary to the Admiralty.

(Extract.)

“Cumberland,” *Monte Video*, March 6, 1858.

ON the 12th February Her Majesty's brigantine “Spy” arrived from Colona and Buenos Ayres, and, in consequence of intelligence received from Her Majesty's Envoy Extraordinary and Minister Plenipotentiary at Rio, I dispatched her, on the 27th ultimo, to cruize in the locality indicated, to the southward of that port, for the purpose of intercepting a slaver which is shortly expected to arrive from the coast of Africa.

With the exception of the above information, I have nothing to communicate with reference to Slave Trade operations.

No. 200.

Rear-Admiral Sir S. Lushington to the Secretary to the Admiralty.

Sir,

“Madagascar,” *Rio de Janeiro*, October 25, 1858.

I TRANSMIT herewith, to be laid before the Lords Commissioners of the Admiralty, the copy of a communication made to me by the Honourable W. Stuart, Her Majesty's Chargé d'Affaires at this Court, respecting the Brazilian ship “Santo,” which, it is reported, has been fitted out for the purpose of engaging in the Slave Trade.

This communication was not received by me until the 22nd instant, although the “Santo” sailed from hence on the 30th ultimo; I was, consequently, unable to have her watched on leaving this harbour: but the “Siren” left yesterday for the purpose of proceeding to the Falkland Islands, and Commander Balfour has been instructed to keep a sharp look-out on his route, and will call in at Maldonado to ascertain if any information can be obtained as to the movements of the “Santo.”

Copies of this communication have been forwarded to Rear-Admiral the Honourable Sir F. Grey, Commander-in-chief at the Cape of Good Hope, and to Commander Annesley, of the “Harrier,” in charge of the duties of senior officer in the River Plate, for which place the “Santo” sailed with the ostensible object of embarking horses at Monte Video for conveyance to Calcutta; and I hold the “Oberon” in readiness to proceed at a moment's notice should any further intelligence be received respecting the “Santo.”

I have, &c.

(Signed) STEPHEN LUSHINGTON.

Inclosure in No. 200.

Memorandum.

THE Brazilian ship “Santo,” of the burden of 884 tons (Brazilian measurement), Captain Antonio de Barros Valento, owned by Manoel de Almeida Cardozo, a merchant of Rio de Janeiro, sailed hence on the 30th of September for Monte Video, for the purpose, it is said, of taking in there a cargo of horses for Calcutta, and that an English officer was awaiting her arrival at Monte Video.

The above-mentioned ship left this harbour partly equipped for the Slave Trade; and it is known to a

certainly that instead of going to Calcutta, her destination is to the West Coast of Africa, there to receive a cargo of Africans, with which she is to touch at a northern port of Brazil, or to go to the Havana or other port of Cuba,

The captain who went in her is to remain at Monte Video, where she will receive another captain, a certain José Francisco Royas, who is a well-known slaver, goes to Lisbon in the "Avon" packet, and thence will go to Cuba to await the "Santo."

It is inconceivable that this Government should have believed that this ship cleared out for Monte Video with the intention of taking a cargo of horses to Calcutta, not reflecting that during a short voyage nearly the whole of such animals perish; and the "Santo" was allowed to clear-out without giving the bond which, under the circumstances of her equipment, the authorities ought to have exacted.

It is further known that upon leaving Monte Video the "Santo" will not sail under the Brazilian flag.

At Monte Video she is to provide herself with a large supply of water and provisions, having already all necessary utensils for Slave Trade on board, and a false deck.

No. 201.

Rear-Admiral Sir S. Lushington to the Secretary to the Admiralty.

Sir, "Madagascar," Rio de Janeiro, November 8, 1858.

I TRANSMIT herewith, for the information of the Lords Commissioners of the Admiralty, the copy of a despatch from the Honourable William Stuart, Her Majesty's Chargé d'Affaires at the Court of Brazil, with its inclosure, from Her Majesty's Acting Commissioner at St. Paul de Loanda, stating that suspicions are entertained by the Brazilian Consul-General in that city that a project has been recently set on foot for the introduction of slaves into the northern provinces of Brazil by way of Guiana; but Mr. Stuart informs me he has not yet received any communication from the Brazilian Government with respect to the project in question.

The "Oberon" sailed this morning for the River Plate, in consequence of information received of an *émeute* at Buenos Ayres. I have, therefore, no vessel at my disposal at this moment to send for the purpose of watching the northern coast, but on the return of the "Wasp" (expected about the 25th instant), she will be dispatched for this purpose, on which service the "Spy" will also be sent as soon as her crew have been paid their wages, and she is ready for sea.

I have, &c.

(Signed) STEPHEN LUSHINGTON.

Inclosure 1 in No. 201.

Mr. Smart to Rear-Admiral Sir S. Lushington.

Sir, Rio de Janeiro, November 4, 1858.

I HAVE the honour to inclose to you, for your information, the accompanying copy of a despatch from Her Majesty's Acting Commissioner at St. Paul de Loanda, stating that suspicions are entertained by the Brazilian Consul-General in that city that a project has been recently set on foot for the introduction of slaves into the northern provinces of Brazil by way of Guiana.

You shall be made duly acquainted with any information which the Brazilian Government may communicate to me with respect to the project in question.

I have, &c.

(Signed) W. SMART.

Inclosure 2 in No. 201.

Mr. Gabriel to Mr. Scarlett.

Sir, St. Paul de Loanda, September 26, 1858.

A VESSEL being about to sail hence this day for Rio de Janeiro, I embrace the opportunity of acquainting you that Dr. Saturnino de Souza Oliveira, the Brazilian Consul-General in this city, has stated to me that from information which he has received from reliable sources, he is led to believe that a project has recently been set on foot for introducing slaves into the northern provinces of the Brazils by way of Guiana, and that he is about to forward a communication on that subject to his Government by the vessel which conveys this despatch.

I am not able to say how far the reports which have reached Dr. Saturnino may be relied upon, nor, indeed, have I yet succeeded in obtaining sufficient grounds for making a representation thereon to Her Majesty's Government; but I, nevertheless, consider it my duty to lose no time in bringing to your knowledge the suspicions entertained by that gentleman, in order that, should they prove well founded, you may be enabled promptly to adopt such measures as may appear to you best calculated to thwart the plan which he supposes the slave-dealers to have in contemplation.

I have, &c.

(Signed) EDWIN GABRIEL.

Class B.

CORRESPONDENCE

WITH

BRITISH MINISTERS AND AGENTS

IN

FOREIGN COUNTRIES,

AND WITH

FOREIGN MINISTERS IN ENGLAND,

RELATING TO

THE SLAVE TRADE.

From April 1, 1858, to March 31, 1859.

Presented to both Houses of Parliament by Command of Her Majesty.
1859.

LONDON:
PRINTED BY HARRISON AND SONS.

LIST OF PAPERS.

AFRICA. (Consular)—*Bight of Benin.*

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
1.	Consul Campbell to the Earl of Clarendon ..	Feb. 2	Apr. 19	Trade report for Lagos and Benin, for 1857	1
2.	"	Mar. 1	Apr. 22	Visit to Benin river	3
3.	"	Mar. 3	Apr. 22	Hostile proceedings of Abbeokutans and King of Dahomey against Aibo	6
4.	"	Mar. 6	Apr. 22	Trade between Kano and Illorin. Letter from Lieutenant Glover, of the Niger expedition	7
5.	"	Mar. 8	Apr. 22	No further attempts to get negroes at Whydah, by Messrs. Régis. Two vessels waiting to embark slaves	8
6.	"	Apr. 20	June 8	Official visit, in Her Majesty's ship "Brune," to Badagry and Porto Novo	8
7.	"	Apr. 30	June 8	Mr. Chillingworth on revolt of slaves on board "Regina Cœli"	9
8.	"	May 6	June 8	Presence off Whydah of the "Stella" and "Dahomey," owned by M. Régis	11
9.	"	May 6	June 8	No suspicious vessels in Bight of Benin	11
10.	"	Mar. 27	Aug. 9	Measures respecting protection of fugitive slaves. Thanks of Mahomedan King of Bornu	12
11.	"	Mar. 28	Aug. 9	Effects of British anti-slavery proceedings at Lagos. Commerce and opinions of natives respecting Slave Trade	12
12.	"	Apr. 7	Aug. 9	Effects of revival of Slave Trade at Whydah. King of Dahomey and Kosoko	13
13.	The Earl of Malmesbury to Consul Campbell	Aug. 4	..	Receipt of despatches sunk in the "Candace"	14
14.	Consul Campbell to the Earl of Malmesbury..	Feb. 3	Mar. 11	Capture of "Juliet" and "Dorado." Influence of Slave Trade among Chiefs	14
15.	"	Feb. 4	Mar. 9	Kosoko's hostility towards Lagos. Letter to Captain Sanderson, of Her Majesty's ship "Archer"	15
16.	"	Feb. 4	Mar. 11	"Julia Dean," United States' barque, captured by United States' ship "Vincennes"	16
17.	"	Feb. 7	Mar. 11	Funeral of Gezo, King of Dahomey. Slaughter of 800 persons at his obsequies	16

AFRICA. (Consular)—*Bight of Biafra.*

	1858	1858	
18. Consul Hutchinson to the Earl of Malmesbury	May 25	July 13	List of slaves to whom emancipation papers have been granted
19. "	May 26	July 13	Palaver at Cameroons between Chiefs of Acqua and their slaves.
20. "	May 30	Aug. 9	Receipt of despatch of 16th February last. French emigration scheme
21. Acting Consul Lynslager to the Earl of Malmesbury	Aug. 31	Oct. 12	King Eyo Honesty's complaint against Mr. Matthews for taking 5 of his son's slaves

AFRICA. (*Consular*)—*Liberia*.

No.	Date.	Receipt.	SUBJECT.	Page
	1858	1858		
22. Consul Newnham to the Earl of Clarendon	May 10	June 8	Correspondence in case of "Regina Cœli"	23

AFRICA. (*Consular*)—*Sherbro*.

	1858	1858		
23. Consul-General Hill to the Earl of Malmesbury	June 16	July 14	Spaniards buying slaves at Gallinas.	30
24. " " "	July 15	Aug. 9	Slave Trade at the Gallinas ..	30

BRAZIL.

	1858	1858		
25. Mr. Scarlett to the Earl of Clarendon	Feb. 17	Apr. 18	Brazilian Government have taken steps to arrest Rivarozza, &c. ..	31
26. Mr. Scarlett to the Earl of Malmesbury	Mar. 26	May 12	Slave Trade in River Plate. More war steamers wanted on coast ..	32
27. " " "	Apr. 1	May 12	Brazilian Government will forbid export of slaves from one province to another.	33
28. The Earl of Malmesbury to Mr. Scarlett	May 29	..	Arrival of Brazilian Consul-General at Loanda	35
29. Mr. Scarlett to the Earl of Malmesbury	Apr. 22	June 14	Liberation of Caroline and her children	35
30. " " "	May 3	June 14	Legality of transferring children born of slaves after Act of 1843..	36
31. The Earl of Malmesbury to Mr. Stuart	Aug. 31	..	Receipt of despatch of 3rd of May. Illegality of selling services of children born of slaves subsequent to Act of 1843	38
32. Mr. Stuart to the Earl of Malmesbury	Aug. 28	Oct. 3	16 more freed Africans stolen at Serinhaem recovered	38
33. " " "	Nov. 2	Dec. 6	Receipt of despatch of 31st August, respecting illegality of British subjects holding slaves. Correspondence with Mining Company ..	40
34. " " "	Nov. 6	Dec. 6	Letter from Mr. Schofield respecting maintenance of children of slaves.	44
35. " " "	Nov. 8	Dec. 6	Slave Trade correspondence with Brazilian Government since October 8	44
36. " " "	Nov. 29	1859 Jan. 6	Brazilian Government consider importation of slaves into northern provinces, <i>vid</i> Guiana, an impossibility	45
37. The Earl of Malmesbury to Mr. Stuart	1859 Feb. 5	..	Question of legality of transfer of slave-children belonging to Mining Association. Mr. Schofield's suggestion absurd	46
38. Mr. Stuart to the Earl of Malmesbury	Jan. 7	Feb. 12	Extradition Treaty between Brazil and Argentine Confederation ratified	47

BRAZIL. (*Consular*)—*Bahia*.

	1858	1858		
39. Consul Morgan to the Earl of Malmesbury	Mar. 31	May 12	Lists of trade between Bahia and Africa, for first quarter of 1858 .	48
40. " " "	Apr. 7	May 12	Receipt of despatch of 25th of February last. Farming out of emancipated Africans	50
41. " " "	June 30	Aug. 4	Quarterly lists of arrivals from, and departures to, African coast ..	50
42. " " "	June 30	Aug. 4	Half-yearly return of prices of slaves	52
43. " " "	Sept. 30	Nov. 4	Quarterly lists of arrivals from, and departures to, African coast ..	52
44. " " "	Dec. 31	1859 Feb. 12	Half-yearly return of prices of slaves	54

BRAZIL. (*Consular*)—*Pará*.

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
45.	Consul Vredenburg to the Earl of Clarendon .	Feb. 13	Apr. 19	Return of prices of slaves . . .	55
46.	Consul Vredenburg to the Earl of Malmesbury	June 30	Aug. 4	Half-yearly return of prices of slaves . . .	55
47.	" " " ..	Oct. 15	Dec. 2	Prosecution of a woman of rank for murder of a slave . . .	56
48.	" " " ..	Dec. 31	Feb. 12	Prices of slaves and Slave Trade Report	57

BRAZIL. (*Consular*)—*Pernambuco*.

		1858	1858		
49.	Consul Cowper to the Earl of Clarendon ..	Feb. 26	Apr. 19	Capture of 4 more Serinhaem Africans	58
50.	Consul Cowper to the Earl of Malmesbury .	Mar. 12	Apr. 19	Capture of 3 more Serinhaem Africans	58
51.	" " " ..	Mar. 20	Apr. 19	Capture of 3 more Serinhaem Africans	58
52.	Acting Consul Gollan to the Earl of Malmesbury	Apr. 5	May 12	Slave Trade Report for first quarter of 1858	59
53.	Acting Consul Needham to the Earl of Malmesbury	July 2	Aug. 4	No renewal of Slave Trade	59
54.	" " " ..	July 2	Aug. 4	Prices of slaves in districts of Paraiba, Maceio, and Pernambuco .	59
55.	" " " ..	Oct. 5	Nov. 5	Quarterly return of prices of slaves.	61
56.	" " " ..	Oct. 5	Nov. 5	No revival of Slave Trade .	63
57.	" " " ..	1859 Feb. 10	1859 Mar. 5	Return of slaves at Pernambuco, &c.	62

BRAZIL. (*Consular*)—*Rio Grande do Sul*.

		1858	1858		
58.	Consul Vereker to the Earl of Clarendon ..	June 30	Sept. 3	Quarterly return of prices of slaves	64
59.	" " " ..	Dec. 31	1859 Mar. 5	Ditto	65

BRAZIL. (*Consular*)—*Rio de Janeiro*.

		1858	1858		
60.	Consul Westwood to the Earl of Clarendon .	Mar. 12	Apr. 19	Receipt of despatch of 8th ultimo. Mining Association slaves ..	66
61.	Consul Westwood to the Earl of Malmesbury	Apr. 20	June 14	Arrivals from Africa for first quarter of 1858. No departures .	66
62.	" " " ..	May 10	June 4	Disposal of slaves of Imperial Brazilian Mining Association ..	68
63.	" " " ..	June 30	Aug. 4	Return of prices of slaves .	68
64.	" " " ..	July 2	Aug. 4	Traffic between Brazil and African coast for half-year ending June 30	69
65.	" " " ..	Oct. 2	Nov. 4	Ditto, for quarter ending September 30	71

DENMARK.

		1859	1859		
66.	Consul Lamb to the Earl of Malmesbury ..	Feb. 10	Mar. 4	Spanish barque " <i>Magestad</i> ," with 800 slaves, said to have been run ashore at Humacoa ..	73

FRANCE.

No.		Data. 1858	Receipt. 1858	SUBJECT.	Page
67.	The Earl of Malmesbury to Earl Cowley	Apr. 1	..	Transmitting despatch to Consul-General Bell relative to slavery in Algeria	74
68.	" "	Apr. 9	..	Despatches from Lord Napier and Consul Mure. Importation of negroes into United States ..	74
69.	" "	Apr. 14	..	Correspondence with Consul Lawless respecting Africans introduced into Martinique	74
70.	Earl Cowley to the Earl of Malmesbury	Apr. 14	Apr. 15	French scheme. Conversation with Count Walewski. Society of Friends	75
71.	The Earl of Malmesbury to Earl Cowley	Apr. 15	..	Despatch from Consul Mure. Rejection by Senate of Louisiana of African immigration scheme ..	75
72.	" "	Apr. 17	..	Consul McLeod's Memorandum on French scheme for procuring African labourers	75
73.	" "	Apr. 30	..	Receipt of despatches of 23rd ultimo and 14th instant. French emigration scheme and right of visit. Despatches from Consul Campbell	76
74.	Earl Cowley to the Earl of Malmesbury	May 4	May 5	Note to Count Walewski proposing a Commission to inquire into French scheme	76
75.	" "	May 10	May 12	Reply of Count Walewski respecting French operations on coast of Africa	77
76.	The Earl of Malmesbury to Earl Cowley	May 15	..	Necessity of referring French emigration scheme to a Commission .	78
77.	" "	May 18	..	Extracts of despatch from Mr. Campbell. No more slaves purchased at Whydah by Mr. Régis.	78
78.	" "	June 5	..	What is the opinion of the French Government respecting proposed Commission on French emigration scheme?	79
79.	Earl Cowley to the Earl of Malmesbury	June 22	June 24	Discrepancy between French and English versions of "Regina Cœli" case	79
80.	The Earl of Malmesbury to Earl Cowley	June 26	..	Despatch from Colonel Herman. Introduction of slaves into Algerine territory	79
81.	Earl Cowley to the Earl of Malmesbury	June 28	June 29	Count Walewski satisfied with statement of Her Majesty's Government in "Regina Cœli" case ..	80
82.	The Earl of Malmesbury to Earl Cowley	July 16	..	Inclosure in Admiralty letter of July 13. Native boat, under French colours, boarded by "Vesuvius"	80
83.	" "	July 20	..	Will France come to an understanding with England respecting right of search?	80
84.	" "	July 20	..	Correspondence with Lord Napier, and General Cass's letter to Mr. Dallas respecting right of visit ..	82
85.	Earl Cowley to the Earl of Malmesbury	July 24	July 25	Conversation with Count Walewski respecting right of visit, with reference to despatch of July 20 ..	82
86.	The Earl of Malmesbury to Earl Cowley	July 26	..	Answer to despatch of 24th instant. Orders for ships of war respecting right of visit should be identical..	82
87.	" "	July 29	..	Mr. Gabriel's report respecting evil effects of French emigration scheme	83
88.	" "	Aug. 25	..	Despatch from Acting Consul-General Reade. Introduction of slaves into Algeria	83
89.	Earl Cowley to the Earl of Malmesbury	Sept. 6	Sept. 7	Duke of Malakoff empowered to make proposal respecting right of visit	83
90.	The Earl of Malmesbury to Earl Cowley	Oct. 2	..	Despatch from Consul Plowden. King of Abyssinia's measures for checking export of slaves ..	83
91.	Earl Cowley to the Earl of Malmesbury	Oct. 3	Oct. 4	"Charles et Georges"	84
92.	" "	Oct. 5	Oct. 5	"Charles et Georges." French decline arbitration	84

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
94.	The Earl of Malmesbury to Earl Cowley ..	Oct. 23	..	Despatch from Governor of Windward Islands. Escape of French emigrants from Martinique ..	84
96.	" " " " ..	Nov. 16	..	To communicate confidentially to French Government Sir F. Grey's report on Slave Trade ..	85
97.	" " " " ..	Nov. 23	..	To communicate to Prince Napoleon Consul Lawless's despatch respecting coolie immigrants into Martinique ..	86
98.	" " " " ..	Nov. 27	..	Two despatches from Commodore Wise respecting Slave Trade and French emigration scheme. ..	86
99.	" " " " ..	Dec. 4	..	Despatches from Consul-General Reade, and Memorandum respecting Slave Trade in Algeria, &c... ..	86
100.	" " " " ..	Dec. 4	..	Two despatches from East India Company's Agent at Zanzibar on French proceedings and emigration scheme ..	86
101.	" " " " ..	Dec. 16	..	Extract of letter from Commander Hunt. His correspondence with Liberian Government respecting a French vessel shipping slaves from Liberian territory ..	87
102.	" " " " ..	Dec. 16	..	British Agent at Zanzibar on French proceedings on East Coast of Africa ..	87
103.	" " " " ..	Dec. 18	..	Consul Lawless's despatch of November 5. African labourers brought by "Lawrence" to Martinique ..	87
104.	" " " " ..	Dec. 30 1859	..	French ship "Phoenix." Further report of Commander Hunt ..	87
106.	" " " " ..	Jan. 11	..	Despatch from Consul Lawless. Arrival of more Africans in Martinique ..	88
108.	" " " " ..	Feb. 17	..	"Van Dyck," with African labourers, arrived at Martinique ..	88
109.	" " " " ..	Feb. 17	..	"Nicholas Poussin," with coolies, arrived at Martinique ..	88
110.	The Earl of Malmesbury to Viscount Chelsea	Feb. 26	..	French emigration scheme. Despatch from Commodore Wise ..	88

FRANCE. (*Consular*)—*Algiers*.

111.	The Earl of Malmesbury to Consul-General Bell	1858 Apr. 1	1858 ..	Consul-General Herman's report on introduction of slaves into Algeria	89
112.	" " " " ..	May 4	..	Despatch from Consul-General Herman relative to introduction of slaves into Algeria ..	89

FRANCE. (*Consular*)—*Martinique*.

113.	Consul Lawless to the Earl of Clarendon ..	1858 Feb. 28	1858 Apr. 5	Treatment of African emigrants in Martinique ..	90
114.	Consul Lawless to the Earl of Malmesbury .	May 11	May 31	Official list of applications for African immigrants ..	94
115.	" " " " ..	May 12	May 31	Return of coolies from India introduced into Martinique ..	94
116.	" " " " ..	Oct. 13	Nov. 20	Arrival of a cargo of coolie emigrants from India ..	97
117.	" " " " ..	Nov. 5	Dec. 16 1859	Arrival of 133 Africans, at Fort de France, in an American ship ..	98
118.	" " " " ..	Dec. 13	Jan. 3	Arrival of 740 Africans, under Régis's contract, in the "Ville d'Aigues-Mortes" ..	99
119.	" " " " ..	1859 Jan. 27	Feb. 15	464 coolies arrived at Martinique from Pondichery ..	99
120.	" " " " ..	Jan. 27	Feb. 15	278 African labourers arrived from West Coast of Africa ..	100

PORTUGAL.

No.			Date. 1858	Receipt. 1858	SUBJECT.	Page
121.	Mr. Howard to the Earl of Malmesbury	..	Mar. 23	Apr. 5	Reasons in support of concession to Senhor Pedreira to transport 100 free negroes to San Thomé ..	101
122.	"	"	Mar. 23	Apr. 5	Boards of Guardians to apply funds to purchasing freedom of most industrious slaves ..	103
123.	"	"	Mar. 23	Apr. 5	Acknowledging receipt of despatches	104
124.	"	"	Mar. 28	Apr. 5	Slave-trader Derizanz has absconded	104
125.	"	"	Apr. 5	Apr. 14	Has informed Portuguese Government that Mr. McLeod has been called upon to substantiate his charges ..	105
126.	"	"	Apr. 7	Apr. 14	Minister of Justice referred to relative to forfeiture of Derizanz' bail	105
127.	The Earl of Malmesbury to Mr. Howard	..	Apr. 14	..	Approving his note to M. de Loulé respecting Derizanz. Responsibility of his escape rests with Portuguese Government ..	105
128.	Mr. Howard to the Earl of Malmesbury	..	Apr. 13	Apr. 18	Acknowledging receipt of despatch of 31st ultimo, respecting abolition of slavery ..	106
129.	The Earl of Malmesbury to Mr. Howard	..	Apr. 24	..	Consul McLeod's Memorandum on free emigration scheme ..	106
130.	Mr. Howard to the Earl of Malmesbury	..	Apr. 18	Apr. 26	Satisfaction of Portuguese Government at despatch of March 31 to Mr. Howard ..	106
131.	"	"	Apr. 24	May 5	Portuguese Government's measures for forfeiture of Derizanz' recognizances ..	107
132.	"	"	May 3	May 12	Decree abolishing slavery in Portuguese African possessions in twenty years ..	107
133.	"	"	May 5	May 12	Further proceedings relative to Derizanz ..	108
134.	"	"	May 25	June 3	Judicial proceedings against consignee of slaver " <i>Locomotora</i> " ..	109
135.	"	"	May 31	June 14	Decision pronounced on Derizanz reversed ..	109
136.	"	"	June 7	June 14	Inquiry respecting Chief of Ambaça forcing free negroes to work ..	110
137.	"	"	June 7	June 14	Portaria restoring to liberty settlers at Licungo ..	110
138.	The Earl of Malmesbury to Mr. Howard	..	July 6	..	Approving despatch of 7th ultimo ..	111
139.	Mr. Howard to the Earl of Malmesbury	..	Aug. 13	Aug. 23	Portaria relative to cessation of slavery in Cape Verds ..	111
140.	"	"	Aug. 20	Sept. 4	Portuguese vessel to cruise off Islands of St. Thomas and Prince, to prevent Slave Trade ..	112
141.	The Earl of Malmesbury to Mr. Howard	..	Sept. 6	..	Capture of " <i>Minnetonka</i> ." To acquaint Portuguese authorities of proceedings of commander of " <i>Zambesi</i> " in that case ..	112
142.	Mr. Howard to the Earl of Malmesbury	..	Sept. 1	Sept. 15	Decree taxing slaves in Portuguese transmarine possessions ..	113
143.	"	"	Sept. 18	Sept. 24	Note to M. de Loulé respecting capture of " <i>Minnetonka</i> " ..	113
144.	"	"	Sept. 22	Oct. 3	Thanks of M. de Loulé for communication of capture of " <i>Minnetonka</i> " ..	114
146.	The Earl of Malmesbury to Mr. Howard	..	Oct. 8	..	Mr. Gabriel reports the refusal of Senhor Rodriguez to renew oath of office at Loanda ..	114
147.	Mr. Howard to the Earl of Malmesbury	..	Oct. 8	Oct. 8	French ships not to employ force. Unless Portugal yields French Minister will leave Lisbon. " <i>Charles et Georges</i> ." ..	115
148.	The Earl of Malmesbury to Mr. Howard	..	Oct. 9	..	" <i>Charles et Georges</i> ." British mediation offered. Prosecution should be dropped in case of informality ..	115
149.	Mr. Howard to the Earl of Malmesbury	..	Oct. 8	Oct. 14	Private conversation with French Minister. " <i>Charles et Georges</i> " ..	115
150.	"	"	Oct. 8	Oct. 14	Further respecting " <i>Charles et Georges</i> " ..	116
151.	The Earl of Malmesbury to Mr. Howard	..	Oct. 15	..	" <i>Charles et Georges</i> ." Proposal for solving question ..	118

LIST OF PAPERS.

ix

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
152.	Mr. Howard to the Earl of Malmesbury	Oct. 14	..	French delegate acknowledges that conditions prescribed by French Government were not observed in case of "Charles et Georges" ..	119
153.	"	Oct. 15	Oct. 24	Note to M. de Loulé relative to refusal of Senhor Rodriguez to renew oath as Commissioner at Loanda .	119
154.	"	Oct. 15	Oct. 24	Abstract of Portaria relative to improvement of means of transport in Angola .	120
155.	"	Oct. 15	Oct. 24	Portaria relative to liberation of slaves of Island of St. Nicholas .	123
156.	The Earl of Malmesbury to Mr. Howard	Nov. 9	..	Despatch from Cape Commissioners respecting " <i>Flor de Moçambique</i> "	124
157.	"	Nov. 16	..	Feeling in Angola relative to abolition of "serviço de carregadores"	124
158.	Mr. Howard to the Earl of Malmesbury	Nov. 22	Nov. 27	Note to M. de Loulé, asking why no mention is made of good offices of England in "Charles et Georges" affair ..	124
159.	"	Nov. 27	Dec. 5	"Serviço de carregadores" ..	125
160.	"	Nov. 28	Dec. 5	Note from M. de Loulé respecting Senhor Rodriguez' refusal to renew oath of office ..	125
161.	The Earl of Malmesbury to Mr. Howard	1859 Feb. 7	1859 ..	" <i>Flor de Moçambique</i> " case terminated ..	126
162.	Mr. Howard to the Earl of Malmesbury	Feb. 15	Feb. 22	Angola. Compulsory labour of negroes. Portaria of Governor-General ..	126
163.	"	Feb. 12	Feb. 22	Mines at Bembe conceded to West Africa Malachite Company ..	127

PORTUGAL. (*Consular*)—*Mozambique*.

		1857	1858		
164.	Consul Mc Leod to the Earl of Clarendon	Dec. 7	Apr. 14	Memorandum on French scheme for procuring African labourers ..	129
165.	"	Oct. 30	June 3	Slavery at Ibo ..	130
166.	"	Oct. 30	June 3	Boletim of Governor-General of Mozambique. Exportation of slaves as free labourers ..	131
167.	The Earl of Malmesbury to Consul Mc Leod	1858 July 5	..	Liberation of 200 negro settlers at Licungo ..	132
168.	Consul Mc Leod to the Earl of Malmesbury	Feb. 15	Nov. 15	French free emigrant vessels. ..	132
169.	"	1859 Jan. 20	1859 Jan. 25	Sentences passed on Senhor Leotte, and captain of "Zambesi," for communicating with " <i>Minnetonka</i> ," off Inhambane ..	132

SPAIN.

		1858	1858		
170.	Lord Howden to the Earl of Malmesbury	Apr. 5	Apr. 14	Note from M. de Isturiz respecting Cuban Slave Trade ..	135
171.	The Earl of Malmesbury to Lord Howden	Apr. 17	..	Despatch from Consul-General Crawford. Capture of two slavers off Cuba ..	136
172.	"	May 8	..	Despatches from Judge Crawford respecting Cuban Slave Trade ..	136
173.	The Earl of Malmesbury to Mr. Buchanan	June 23	..	Despatches from Consul-General Crawford and Havana Commissioners respecting Cuban Slave Trade. Language which should be held to Spanish Government on the subject ..	136
174.	"	June 24	..	Copy of despatch to Mr. Crawford, respecting communication he is to make to Captain-General of Cuba	138
175.	Mr. Buchanan to the Earl of Malmesbury	July 10	July 16	Conversation with M. Collantes respecting proceedings of British cruisers at Sagua la Grande ..	138
176.	"	July 10	July 16	Spanish squadron off Cuba will be reinforced .	138

CLASS B.

b

No.		Date. 1858.	Receipt. 1858	SUBJECT.	Page
177.	The Earl of Malmesbury to Mr. Buchanan.	July 21	..	Disapprobation of Her Majesty's Government of conduct pursued by officer who boarded vessels at Sagua la Grande ..	139
178.	"	July 21	..	Proceedings of British cruisers off Cuba, and increase of Slave Trade. Reports of Admiral Sir H. Stewart and Commanders Vesey and Peel.	139
179.	"	July 21	..	Consul-General Crawford's despatch respecting right of search off Cuba	139
180.	Mr. Buchanan to the Earl of Malmesbury	Aug. 5	Aug. 12	Receipt of despatch of 21st ultimo. Has communicated to Spanish Government regret of Her Majesty's Government at proceedings at Sagua la Grande ..	140
182.	The Earl of Malmesbury to Mr. Buchanan	Aug. 17	..	Suggesting means to Spanish Government for suppressing Slave Trade ..	140
183.	"	Aug. 20	..	Despatch from Consul-General Crawford respecting Cuban Slave Trade ..	141
184.	Mr. Buchanan to the Earl of Malmesbury	Aug. 30	Sept. 13	Copy of note to Spanish Government suggesting that fuller powers be given to Captain-General of Cuba for suppressing Slave Trade	141
185.	The Earl of Malmesbury to Mr. Buchanan	Sept. 21	..	Correspondence with M. Conte respecting Spanish vessel "Don Juan" visited by British cruisers.	142
186.	"	Sept. 21	..	Mr. Crawford's conversation with Captain-General of Cuba respecting Cuban Slave Trade ..	143
187.	Mr. Buchanan to the Earl of Malmesbury	Sept. 26	Oct. 1	Captain-General of Cuba has caused six slave-trading magistrates to be removed ..	144
188.	The Earl of Malmesbury to Mr. Buchanan	Oct. 23	..	Despatch from Mr. Crawford respecting Cuban Slave Trade ..	144
189.	"	Oct. 23	..	Satisfaction at dismissal of six slave-trading magistrates ..	144
191.	"	Oct. 23	..	" <i>Mary Elizabeth</i> " captured by Her Majesty's ship "Heron" ..	145
192.	"	Oct. 26	..	Copy of note from Mr. Dallas. United States' Government will not prosecute claim for compensation in case of the " <i>Cortes</i> " ..	145
193.	"	Oct. 26	..	Gratification at appointment of M. Isturiz. Her Majesty's Government's opinion as to conduct of Spain in relation to Cuban Slave Trade ..	145
194.	Mr. Buchanan to the Earl of Malmesbury	Nov. 2	Nov. 13	Conversation with M. Collantes. Spanish Government disinclined to give further powers to Captain-General of Cuba ..	146
195.	"	Nov. 2	Nov. 13	Has told M. Collantes of circumstances under which " <i>Mary Elizabeth</i> " was allowed to leave the Havana ..	147
196.	"	Nov. 5	Nov. 13	Has read despatch of 26th ultimo to him to M. Collantes. Conversation on Slave Trade. Instructions to be given to General Concha ..	147
197.	"	Nov. 5	Nov. 13	Changes in the "Audiencia" of Cuba ..	148
198.	"	Nov. 7	Nov. 13	Spanish Government will settle question of " <i>Arrogante Emilio</i> ," and Sierra Leone Commission expenses, on terms proposed by Her Majesty's Government ..	148
199.	The Earl of Malmesbury to Mr. Buchanan	Nov. 18	..	" <i>Ermesinda</i> " visited by Her Majesty's ship "Styx" ..	149
200.	"	Nov. 18	..	Despatches from Consul-General Crawford respecting Cuban Slave Trade ..	150
201.	"	Dec. 16	..	Despatches from Consul-General Crawford respecting landing of 1,601 slaves in Cuba, and capture of a slaver by the "General Lezo" ..	150

No.	Date. 1858	Receipt. 1858	SUBJECT.	Page
202. Mr. Buchanan to the Earl of Malmesbury	Dec. 9	Dec. 18	Has told Spanish Government that charges against Commander of "Styx" are unfounded	151
203. " " "	Dec. 9	Dec. 18	Conversation with M. Collantes respecting Cuban Slave Trade. General Ros de Olano will be next Captain-General	152
204. The Earl of Malmesbury to Mr. Buchanan	Feb. 10	..	Despatches from Mr. Crawford respecting Cuban Slave Trade ..	152
205. Mr. Buchanan to the Earl of Malmesbury	Feb. 24	Mar. 4	M. Collantes denies increase of Cuban Slave Trade	153
206. The Earl of Malmesbury to Mr. Buchanan	Mar. 10	..	Inclosing despatch of March 10 to Consul Brackenbury, under flying seal. Persons engaged in " <i>Majesté</i> " slave transaction should be punished	153
207. Mr. Buchanan to the Earl of Malmesbury	Mar. 3	Mar. 12	Conversation with M. Comyn respecting General Concha's despatch on means of checking slave-trading	153.

SPAIN. (*Consular*)—*Cadiz.*

208. The Earl of Malmesbury to Consul Brackenbury	1858 Mar. 10	..	To institute inquiries respecting barque " <i>Majesté</i> " 155
---	-----------------	----	--

SPAIN. (*Consular*)—*Havana.*

				1858	1858		
209.	Consul-General Clarendon	Crawford to the Earl of		Feb. 24	Apr. 19	Slave landing at Guanimar, and correspondence with Captain-General on the subject	156
210.	"	" ..	" ..	Feb. 27	Apr. 19	Norwegian schooner " <i>St. Olof</i> " sailed for Africa	157
211.	"	" ..	" ..	Feb. 27	Apr. 19	Satisfaction of Her Majesty's Government at General Concha's anti-Slave Trade assurances	157
212.	"	" ..	" ..	Feb. 28	Apr. 19	Translation of statement of criminal causes at Havana, in 1857, for Slave Trade offences	157
213.	"	" ..	" ..	Mar. 2	Apr. 19	Seizure of 63 negroes, part of a slave cargo. Captain-General's difficulty in declaring captured negroes to be emancipados	158
214.	"	" ..	" ..	Mar. 24	Apr. 19	Capture of two slavers	159
215.	The Earl of Malmesbury to Consul-General Crawford			May 27	..	Approving despatch of 24th of February last, and requesting information respecting owners claiming abandoned slave brigantine	159
216.	"	" ..	" ..	May 29	..	Copy of despatch from Mr. Scarlett respecting proceedings in River Plate	159
217.	Consul-General Malmesbury	Crawford to the Earl of		May 2	May 31	Revival of trade in Yucatan Indians	160
218.	"	" ..	" ..	May 8	May 31	Letter to Captain-General denouncing slave landings, with connivance of authorities	161
219.	"	" ..	" ..	May 9	May 31	Informalities committed by British cruisers. More British vessels wanted to suppress Slave Trade	162
220.	The Earl of Malmesbury to Consul-General Crawford			June 11	..	To urge Captain-General to adopt more stringent measures to prevent vessels from fitting for Slave Trade	164
222.	"	" ..	" ..	June 11	..	Proceedings of British cruisers at Sagua la Grande	165
223.	Consul-General Malmesbury	Crawford to the Earl of		June 9	July 3	Boarding of United States' vessels by British cruisers. Letter to Lord Napier	165

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
224.	Consul-General Crawford to the Earl of Malmesbury	June 9	July 3	Correspondence with Captain-General respecting limits of visit and search by British cruisers off Cuba	166
225.	The Earl of Malmesbury to Consul-General Crawford	July 21	..	Spain intends increasing squadron off Cuba	168
226.	" " " "	July 31	..	Copies of correspondence with Mr. Buchanan respecting Cuban Slave Trade	168
227.	Consul-General Crawford to the Earl of Malmesbury	June 17	Aug. 2	Correspondence with Captain-General respecting cruisers furnished with warrants on Cuba station ..	168
228.	" " " "	June 24	Aug. 2	Receipt of despatch of 27th ultimo. Derelict brig "Crimea" claimed, after having landed a cargo of slaves near Batabano	170
229.	" " " "	June 25	Aug. 2	Slave-trading acts in Cuba of Riva-roza and De Castro	170
230.	" " " "	July 1	Aug. 2	Landing of slaves near Baracoa ..	170
231.	" " " "	July 1	Aug. 2	Withdrawal of British cruisers from Cuba, and extensive outfits for slave-trading	171
232.	" " " "	July 2	Aug. 2	900 slaves landed at Cardenas ..	172
233.	" " " "	July 8	Aug. 1	Sailing and fitting out of United States' slavers	173
234.	" " " "	July 22	Aug. 14	Seizure of "Lyra" at Key West; raising of "A. C. Perkins;" seizure of "Nancy;" sailing of "Juliet" and "Rufus Soule," for coast of Africa	174
235.	The Earl of Malmesbury to Consul-General Crawford	Aug. 31	..	Despatch to Mr. Buchanan respecting Cuban Slave Trade	17
236.	" " " "	Aug. 31	..	Answer to despatch of 3rd of February last. Inhabitants of Caymans and United States' Consul there not engaged in Slave Trade. Did the case of the "N. Hand" give rise to the supposition? ..	174
237.	Consul-General Crawford to the Earl of Malmesbury	July 28	Sept. 1	Receipt of despatch of 11th ultimo. Interview with Captain-General on subject of Slave Trade ..	175
238.	" " " "	Aug. 2	Sept. 1	Answer to despatch of 11th of June. Slaver "Cortes"	175
239.	" " " "	Aug. 3	Sept. 1	United States' Consul-General's unfounded statement respecting espionage exercised over United States' vessels by British cruisers ..	177
240.	" " " "	Aug. 7	Sept. 1	"Fannie," "Zephyr," and "Castor," suspected slavers, returned to United States, and "J. W. Reid" sailed for Africa	177
241.	" " " "	Aug. 28	Sept. 18	Capture, by "Dolphin," of slaver brig, under United States' colours, called the "Echo" alias "Putnam"	177
242.	The Earl of Malmesbury to Consul-General Crawford	Sept. 21	..	Receipt of despatch of 28th of July last. Approve language to Captain-General	178
243.	Consul-General Crawford to the Earl of Malmesbury	Sept. 1	Oct. 2	Receipt of despatch of 21st of July last. Relative to increase of Spanish naval forces off Cuba, for suppressing Slave Trade	178
244.	" " " "	Sept. 3	Oct. 2	Answer to despatch of 31st July last. Suggesting measures for suppressing Cuban Slave Trade ..	178
245.	" " " "	Sept. 24	Nov. 1	Correspondence with Captain General respecting landing of 903 Bozals from the "Haidee," near Cardenas	179
246.	" " " "	Sept. 25	Nov. 1	Answer to despatch of 31st August last. Cuban Slave Trade	180
247.	" " " "	Sept. 27	Nov. 1	Answer to despatch of 31st August last. Charge against Mr. Eden and inhabitants of the Caymans, on charge of abetting Slave Trade ..	180
248.	" " " "	Sept. 27	Nov. 1	Stranded slaver "Iberia" towed into Havana harbour	181

No.	Date. 1858	Receipt. 1858	SUBJECT.	Page
249. The Earl of Malmesbury to Consul-General Crawford	Nov. 1	..	Mr. Gabriel reports escape of "Charlotte" and other vessels ..	181
250. " " " " " " " "	Nov. 30	..	Conversations of Mr. Buchanan with Spanish Minister, respecting investiture of Captain-General with additional powers ..	182
251. " " " " " " " "	Dec. 17	..	Brazilian vessel "Santo" fitted out for Slave Trade ..	182
252. " " " " " " " "	Dec. 27	..	Mr. Buchanan's conversation with M. Collantes respecting Cuban Slave Trade, and change of Captain-General in Cuba ..	182
253. Consul-General Crawford to the Earl of Malmesbury	Nov. 30	Jan. 3 1859	United States' ships "Ardennes," "Enterprise," and "Mianus," suspected slavers, have sailed ..	182
254. " " " " " " " "	Nov. 30	Jan. 3	Remarks on Slave Trade under United States' flag, as described in Mr. Gabriel's despatch of 25th August last ..	183
255. " " " " " " " "	Dec. 1	Jan. 3	Re-opening of port of Zarza to foreign commerce, formerly closed on account of Slave Trade ..	183
256. " " " " " " " "	Dec. 25	Feb. 2	Receipt of despatch of 1st November last respecting "Charlotte," "Putnam," &c., slavers, and arrival of "Ellen," with cargo of Bozals, landed near Cardenas ..	183
257. " " " " " " " "	Dec. 27	Feb. 2	Receipt of despatch of 30th ultimo. Cuban Slave Trade ..	184
258. " " " " " " " "	Dec. 28	Feb. 2	Receipt of despatch of 30th ultimo. Remarks respecting additional powers for Captain-General of Cuba ..	184
259. " " " " " " " "	Dec. 29	Feb. 2	Correspondence with Captain-General respecting slave-landings in district of Cardenas ..	185
260. " " " " " " " "	Dec. 31	Feb. 2	Slave-landings at Remedios and Cardenas ..	186
261. " " " " " " " "	Jan. 24	Mar. 4 1859	Receipt of despatch of 17th December last, respecting Brazilian ship "Santo" ..	187
262. The Earl of Malmesbury to Consul-General Crawford	Mar. 19	..	Consul Campbell's report respecting capture of "Juliet" and "Dorado," Slave Trade in the Bights ..	187

SPAIN. (Consular)—Porto Rico.

263. Consul Hunt to the Earl of Malmesbury	1858 Sept. 25	1858 Oct. 15	Master and crew of "Paquete" acquitted, and vessel ordered to be restored to owners ..	188
264. " " " " " " " "	1859 Feb. 12	1859 Mar. 4	Barque "Majesté," with cargo of Africans, grounded off Humacao, and seized by authorities ..	189
265. The Earl of Malmesbury to Consul Hunt	Mar. 16	..	To report steps taken by Spanish authorities relative to barque "Majesté," and her crew ..	189

SPAIN. (Consular)—Teneriffe.

266. Consul Murray to the Earl of Malmesbury	1858 Apr. 27	1858 June 14	Release of master and crew of "Conchita" ..	190
--	-----------------	-----------------	---	-----

TRIPOLI.

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
267.	Consul-General Herman to the Earl of Malmesbury	Apr. 5	Apr. 19	Slave Trade north of Sahara and frontier of Algeria	191
268.	" "	Apr. 9	Apr. 19	Infraction of firman forbidding exportation of slaves	191
270.	" "	May 5	May 20	Slave Report from Bengazi ..	193
272.	" "	May 22	June 10	Nature of commercial relations between Ghat and Algeria ..	195
273.	The Earl of Malmesbury to Consul-General Herman	July 19	..	Despatch from Mr. Alison respecting Turkish measures for suppression of Slave Trade in Tripoli ..	195
274.	Acting Consul-General Reade to the Earl of Malmesbury	July 20	Aug. 9	Introduction of slaves into Algerine territory	195
275.	" "	July 20	Aug. 9	Impost levied on slaves in Tripoli	196
276.	" "	Aug. 16	Sept. 4	Receipt of despatch of 19th ultimo. Vizirial letters on Slave Trade to Pasha of Tripoli and Governor of Bengazi	196
277.	" "	Aug. 16	Sept. 4	Infraction at Bengazi of firman preventing Slave Trade	197
278.	" "	Sept. 8	Oct. 1	Ditto. Depositions	198
279.	The Earl of Malmesbury to Acting Consul-General Reade	Oct. 12	..	Approving proceedings	199
280.	Acting Consul-General Reade to the Earl of Malmesbury	Sept. 28	Oct. 14	Continuation of Slave Trade between Soudan and Egypt ..	199
281.	" "	Sept. 28	Oct. 14	Slave Trade between Ghat and Algeria	200

TURKEY.

		1858	1858		
282.	The Earl of Malmesbury to Mr. Alison	May 4	..	India Board letters of April 8 and 14. Slave Trade at Massowah and on African coast	201
283.	Mr. Alison to the Earl of Malmesbury	May 5	May 14	Importation of slaves at Tripoli by the "Feizi Bahri"	202
284.	" "	May 21	June 4	Porte's measures to stop Slave Trade in province of Jeddah	202
285.	" "	June 7	June 18	Vizirial letters to Governors of Bengazi and Tripoli respecting abolition of Slave Trade	203
286.	" "	June 11	June 25	Suppression of Slave Trade in Tripoli Regency	203
287.	The Earl of Malmesbury to Sir H. Bulwer..	Oct. 12	..	Governor-General of Tripoli's impost on slaves reported by Acting Consul-General Reade. What has he done?	204
288.	" "	Oct. 12	..	Bengazi infraction of Slave Trade Treaty reported by Acting Consul-General Reade. What has he done?	204
289.	Sir H. Bulwer to the Earl of Malmesbury ..	Nov. 9	Nov. 22	Porte promises to send strict orders to Massowah and Tripoli to suppress Slave Trade	204
290.	" "	Nov. 12	Nov. 23	Negroes embarked at Tripoli destined for marines in Turkish navy	205
291.	The Earl of Malmesbury to Sir H. Bulwer..	Nov. 30	..	Copy of Acting Consul-General Reade's despatch respecting Egyptian Slave Trade	205
292.	" "	Nov. 30	..	Slave Trade proceedings and outrageous language of Turkish Governor at Massowah. To demand his dismissal	205
293.	Sir H. Bulwer to the Earl of Malmesbury ..	Dec. 2 1859	Dec. 17 1859	Vizirial letter to Governor of Tripoli prohibiting black Slave Trade ..	206
294.	" "	Feb. 8	Feb. 18	Governor-General of Tripoli carries out anti-Slave Trade measures as ordered by his Government ..	207

No.	Date.	Receipt.	SUBJECT.	Page
	1858	1858		
295. Consul Plowden to the Earl of Clarendon ..	Mar. 20	Sept. 15	King confiscates slave caravans, frees slaves, and forbids Slave Trade	208
296. " " ..	June 1	Aug. 9	Slave Trade at Massowah. Trade encouraged by Pasha at Jeddah .	208

	1858	1858	
297. Consul-General Kemball to the Earl of Clarendon	Mar. 16	Apr. 19	Slave Trade at Bagdad 209
298. The Earl of Malmesbury to Consul-General Kemball	May 4	..	Answer to the above. Approve Omer Pasha's measures respecting Slave Trade 210

	1858	1858	
299. Consul Ongley to the Earl of Malmesbury ..	Apr. 21	May 28	Reply to Earl of Clarendon's despatch of February 16, respecting Ottoman schooner "Rahmaniye". 211
300. The Earl of Malmesbury to Consul Ongley..	May 31	..	To continue to watch the "Rahmaniye" 211
301. Consul Ongley to the Earl of Malmesbury ..	June 30	Aug. 4	Receipt of the above 211

	1858	1858	
302. Acting Consul-General Green to the Earl of Malmesbury	Oct. 16	Oct. 30	Slave Trade carried on in Province of Toka 212
303. The Earl of Malmesbury to Acting Consul-General Green	Nov. 30	..	Consul-General Reade's despatch respecting Slave Trade between Soudan and Egypt .. 212
304. " " ..	Nov. 30	..	Approving language to Egyptian Government. Connivance of authorities in Kassala Slave Trade. 212
		1859	
305. Acting Consul-General Green to the Earl of Malmesbury	Dec. 31	Jan. 15	Receipt of the above 213
306. " " ..	Dec. 31	Jan. 15	Receipt of despatch of 30th ultimo respecting Slave Trade in Egypt. . 213
	1859		
307. " " ..	Jan. 5	Jan. 15	Assurance from Egyptian Government that orders against Slave Trade will be enforced

308. Consul Firm to the Earl of Malmesbury ..	1858 May 26	1858 June 12	Sureya Pasha has released some slaves belonging to one Abderrah- man	214
---	----------------	-----------------	--	-----

			1858	1858	
309.	Acting Consul Blunt to the Earl of Malmesbury	Apr. 30	May 24	Twenty negroes brought to Monastir by Ahmet Pasha	215
310.	The Earl of Malmesbury to Acting Consul Blunt	May 31	..	Approving his proceedings in relation to the above	217
311.	Acting Consul Blunt to the Earl of Malmesbury	June 8	June 28	Slave Trade in Monastir	217
312.	" " ..	June 15	July 12	Result of representations to authorities respecting Slave Trade in Monastir	219

UNITED STATES.

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
313.	Lord Napier to the Earl of Malmesbury ..	May 11	May 24	United States' Government demand redress for conduct of Commander of "Styx" off Cuba ..	221
314.	The Earl of Malmesbury to Lord Napier ..	May 31	..	Letter from Rear-Admiral Sir F. Grey to United States' Commander-in-chief on West Coast of Africa respecting slavers under United States' colours ..	222
315.	Lord Napier to the Earl of Malmesbury ..	May 17	May 31	Proceedings of Her Majesty's ship "Styx." Extracts from American newspapers ..	223
316.	The Earl of Malmesbury to Lord Napier ..	June 4	..	The "Cortes" had neither colours nor papers when taken. Extract of Commodore Kellett's report ..	229
317.	" ..	June 4	..	Case of "N. B. Borden." Inquiries will be made. Right of visit ..	229
318.	Lord Napier to the Earl of Malmesbury ..	May 25	June 7	Importation of free black labourers into United States ..	230
319.	The Earl of Malmesbury to Lord Napier ..	June 11	.	Capture of the "Marshall" off African coast. No colours or papers ..	230
320.	" ..	June 15	.	List of captured vessels, supposed American, arrived at Sierra Leone for adjudication ..	230
321.	" ..	June 18	..	Extracts from log of "Jaseur." Vessels boarded by her ..	231
322.	" ..	June 21	..	Extracts from letter of Commodore Wise. Particulars of capture of "Almeida" and "Robert M. Charlton" ..	231
323.	Lord Napier to the Earl of Malmesbury ..	June 8	June 21	United States' Consul at Havana denounces abuse of United States' flag to cover Slave Trade ..	231
324.	The Earl of Malmesbury to Lord Napier ..	June 25	..	Copy of letter to Mr. Dallas of June 24 ..	232
325.	Lord Napier to the Earl of Malmesbury ..	June 10	June 28	United States' Government has remonstrated with Spanish Government against Cuban Slave Trade.	233
326.	" ..	June 21	July 5	Receipt of despatch of 4th of June. Conversation with General Cass on right of search, &c. ..	233
327.	" ..	June 21	July 5	Commodore Kellett's letter about the "Cortes" ..	234
328.	The Earl of Malmesbury to Lord Napier ..	July 9	..	Commander Vesey on proceedings of British cruisers on Cuban coast. Condemnation of "Cortes" ..	234
329.	Lord Napier to the Earl of Malmesbury ..	June 27	July 11	Correspondence with Admiral Sir H. Stewart and with General Cass on visit of American ships ..	239
330.	" ..	June 30	July 17	Secretary Cobb on African apprenticeship ..	240
331.	The Earl of Malmesbury to Lord Napier ..	July 16	..	Boarding of United States' ship "Goldfinch," and capture of "Lydia Gibbs" ..	241
332.	" ..	July 29	..	Extract of despatch from Mr. Gabriel respecting Slave Trade under United States' flag ..	241
333.	" ..	Aug. 13	..	Boarding of American vessel "Warren White" by Her Majesty's ship "Hecla" ..	241
334.	" ..	Sept. 1	..	Commodore Wise on Slave Trade under United States' flag on West Coast of Africa ..	241
335.	" ..	Sept. 3	..	Consul-General Crawford reports "Cortes" had no right to hoist United States' flag ..	241
336.	" ..	Sept. 3	..	Consul-General Crawford's despatch relative to United States' Consul at Havana's charge of espionage against British cruisers ..	241
337.	" ..	Sept. 17	..	"Angeline of Prospect" captured by "Conflict," and condemned at St. Helena ..	241
338.	Lord Napier to the Earl of Malmesbury ..	Sept. 14	Sept. 27	Disposal of negroes captured by United States' ship "Dolphin" ..	241

No.	Date. 1858	Receipt. 1858	SUBJECT.	Page
339. The Earl of Malmesbury to Lord Napier ..	Sept. 30	..	Boarding of "John Gilpin" by "Conflict" ..	243
340. " " " " ..	Oct. 15	..	"Venus" boarded by "Antelope." Lieutenant Pike's observations ..	243
341. " " " " ..	Oct. 22	..	Copies of letter from Admiralty, and despatches from Mr. Gabriel, respecting boarding and capture of slavers ..	243
342. " " " " ..	Oct. 28	..	Mr. Dallas' letter of October 25. United States give up claim on account of seizure of "Cortes" ..	244
343. " " " " ..	Nov. 12	..	Boarding of "Ellen" and "Wanderer" by Her Majesty's ship "Medusa" ..	245
344. " " " " ..	Dec. 3	..	Despatch from Admiral Grey on African Slave Trade for communication to General Cass. Right of visit ..	246
345. " " " " ..	Dec. 15	..	Letter to Mr. Dallas of December 14. Abuse of American flag to cover Slave Trade ..	246
346. Lord Napier to the Earl of Malmesbury ..	Dec. 6	Dec. 20	No bill found by South Carolina jury in case of "Echo" or "Putnam" ..	247
347. The Earl of Malmesbury to Lord Napier ..	Dec. 23	..	Mr. Dallas' letter of December 19. Reply to letter respecting abuse of American flag ..	250
348. Lord Napier to the Earl of Malmesbury ..	Dec. 20	Jan. 2 1859	Rumoured attempt to revive Slave Trade in Georgia. "Wanderer" ..	250
349. " " " " ..	Dec. 27	Jan. 10 1859	African Slave Trade. Motions in Senate ..	252
350. The Earl of Malmesbury to Lord Napier ..	Jan. 14	..	Mr. Gabriel's reports respecting capture of "Brothers" by "Marion," and escape of "Wanderer" with slaves ..	252
351. " " " " ..	Jan. 14	..	Boarding of "Henry," "Anglo-Saxon," and "Hazard" ..	252
352. " " " " ..	Jan. 21	..	"Mary Elizabeth" captured by "Heron." Correspondence between Commander Brent and Commodore Wise ..	253
353. " " " " ..	Jan. 21	..	Despatch from Mr. Gabriel respecting shipment of slaves from Congo by "Wanderer," "Ellen," and "Venus." United States' flag, &c. ..	253
354. Lord Napier to the Earl of Malmesbury ..	Jan. 8	Jan. 25	United States' Government will strive to prevent prostitution of its flag ..	253
355. " " " " ..	Jan. 18	Jan. 31	Senator Seward's Bill for more effectual suppression of Slave Trade ..	254
356. " " " " ..	Jan. 24	Feb. 7	Measures for repressing Slave Trade to be taken by United States ..	256
357. The Earl of Malmesbury to Lord Napier ..	Feb. 11	..	United States' steamers for African coast. Remonstrance of United States and Great Britain against Cuban Slave Trade ..	256
358. " " " " ..	Feb. 15	..	Suspected United States' slavers. Commodore Wise's report ..	257
359. " " " " ..	Feb. 28	..	Correspondence with Mr. Dallas respecting "Anglo-Saxon" ..	257
360. Lord Napier to the Earl of Malmesbury ..	Feb. 15	Feb. 28	True bill found against Captain Corrie, of "Wanderer," and others ..	259
361. The Earl of Malmesbury to Lord Napier ..	Mar. 4	..	Boarding of "Panchita" by Her Majesty's ship "Pluto" ..	259
362. " " " " ..	Mar. 17	..	Boarding of "J. W. Reid" by Her Majesty's ship "Conflict" ..	259
363. " " " " ..	Mar. 18	..	Prostitution of United States' flag. General Cass to Mr. Dallas ..	259
364. Lord Napier to the Earl of Malmesbury ..	Mar. 6	Mar. 22	Conversation with General Cass respecting right of search ..	265

UNITED STATES. (*Consular*)—*Charleston.*

No.		Date. 1858	Receipt. 1858	SUBJECT.	Page
365.	Consul Bunch to the Earl of Malmesbury ..	May 31	June 21	Proposal to bring African emigrants to the United States ..	266
366.	" " " ..	Aug. 28	Sept. 13	Capture by "Dolphin" of American slaver with 318 slaves ..	269
367.	" " " ..	Sept. 14	Sept. 27	Disposal of slaves rescued by "Dolphin." Action of United States' authorities. Negroes to be sent to Liberia ..	269
368.	" " " ..	Sept. 25	Oct. 11	Africans rescued by "Dolphin" returned to Africa ..	270
369.	" " " ..	Dec. 18	Jan. 3	Case of slaver "Echo." Refusal of grand jury to find a true bill ..	270
370.	" " " ..	Jan. 12	Jan. 31	"Brothers" indicted for slave-trading ..	271

UNITED STATES. (*Consular*)—*Galveston.*

371.	Consul Lynn to the Earl of Malmesbury ..	1858 Apr. 6	1858 May 4	Act to permit blacks to choose their masters, and become slaves, passed in Texas Legislature ..	272
------	--	----------------	---------------	---	-----

UNITED STATES. (*Consular*)—*New Orleans.*

372.	Consul Mure to the Earl of Malmesbury ..	1858 Mar. 18	1858 Apr. 9	African Importation Bill rejected in Senate ..	274
------	--	-----------------	----------------	--	-----

UNITED STATES. (*Consular*)—*Savannah.*

373.	Consul Molyneux to the Earl of Malmesbury.	1859 Jan. 12	1859 Jan. 31	Seizure of "Wanderer" for slave-trading ..	275
374.	" " " ..	Feb. 14	Mar. 9	"Wanderer." True bill against her master and crew ..	275
375.	" " " ..	Feb. 15	Mar. 9	"Angelina." True bill against her outfitters ..	276
376.	" " " ..	Mar. 1	Mar. 22	"Wanderer." Condemnation of yacht slaver ..	276

Class B.

CORRESPONDENCE

WITH

FOREIGN POWERS.

AFRICA. (*Consular*)—*Bight of Benin.*

No. 1.

Consul Campbell to the Earl of Clarendon.—(Received April 19.)

My Lord,

Lagos February 2, 1858.

I HAVE the honour to transmit my report of the trade of Lagos and of the Bight of Benin for the year 1857.

The exports from this place can be ascertained with tolerable exactness through the amount of duties paid on each article exported; the amount of palm oil in particular can be regarded as correct, as it is not easy to smuggle so bulky an article on board ship. Ivory, it is feared, is often sent on board in small quantities without paying duty.

The quantities exported from Benin River, Palma, and Badagry, are a pretty close approximation, my calculations being formed on the number and tonnage of the vessels that have taken cargoes at those places, and my estimate of the quantities of palm oil shipped from Porto Novo and the ports to windward as far as Quittah, are, I am sure, well within the estimate I have formed, judging from the number and tonnage of British and other vessels known to have taken cargoes from those ports.

There is no duty paid on the export of cotton from Lagos. One of the arguments used by me with King Docemo, when urging him and his Chiefs to employ some of their numerous people in cultivating the cotton-plant, instead of permitting them to prowl about robbing industrious people, is, that when the exportation of cotton from Lagos becomes considerable, it may bear the levying of a small duty, which will tend to increase his revenues. So long as Slave Trade exists, even in occasional revivals, this class of people, Kings and Chiefs, will always hold on to the hope of its ultimate general resumption, and argue that, as their fathers never cultivated cotton, there is no occasion for them to do so. The spread of cotton, cultivation, like civilization, must radiate from, and reach the seaboard countries through, the superior and more intelligent and well-disposed people of the interior. Neither civilization nor the peaceful occupation of agriculture will ever spread from the seaboard towards the interior; the pernicious influences of the Slave Trade for centuries past have left too deep an impression on the

natives near the sea-coast to expect assistance from them in carrying out any good object.

I have, &c.
(Signed) B. CAMPBELL.

Inclosure in No. 1.

Report of the Trade of Lagos and of the Bight of Benin for the Year 1857.

THERE has been shipped from the Port of Lagos during the year 1857, as under :—

13,097 casks of palm oil, containing 4,942 tons, value	..	£ 222,390
1,053 elephant tusks, weighing 24,118 lbs.	..	4,220
868 bales of cotton, weighing 114,848 lbs.	..	3,590
50,000 cotton cloths, of native manufacture	..	230,100
		25,000
Total value of exports from Lagos	..	£255,100
Palm oil :—		Tons.
From the Benin River	..	2,650
Palma	..	3,250
Badagry	..	1,250
Porto Novo, Appi Vista, &c.	..	4,500
Whydah	..	2,500
Aghwey and neighbouring ports	..	2,500
		16,650 tons, value
150,000 country cloths, of native manufacture, from above ports		£732,600
		75,000
		£1,062,700

Of the above productions there was shipped from Lagos in the year 1856-57 :—

	1856.	1857.	Increase.
Palm oil ..	3,884 tons	14,942 tons	1,058 tons
Ivory ..	16,057 lbs.	24,118 lbs.	8,061 lbs.
Cotton ..	34,491 lbs.	114,844 lbs.	81,353 lbs.

Palm oil from other ports :—

	1856.	1857.	Increase.
	Tons.	Tons.	Tons.
Benin River ..	2,500	2,650	150
Palma ..	2,250	3,250	1,000
Badagry ..	1,250	1,250	..
Porto Novo, &c. .	4,000	4,500	500
Whydah ..	2,500	2,500	..
Aghwey, &c. ..	1,800	2,500	700
From Lagos ..	14,300 3,884	16,650 4,942	2,350 1,058
Total shipment in 1857 ..		21,592	3,408

Of this quantity about 13,172 tons went to England in English, Sardinian, and Portuguese vessels; about 4,200 tons to Germany in Hamburgh vessels, 300 tons to Portugal, 220 tons to Spain, 600 tons to the United States, and 600 tons to Holland, in vessels bearing the national flags of those countries.

Although the above figures show a satisfactory result on the last year's trade of this place, I had reason to anticipate one more satisfactory; for, during the first six months of the year 1857, nearly 3,000 tuns of palm oil were shipped from Lagos beach, which, with the quantity on hand ready for shipment on 1st July, 1857, was equal to the total exports of palm oil for the year 1856. There would also have been a more satisfactory increase in the export of cotton, but for a fire which occurred in Abbeokuta that destroyed a large quantity in a cleaned state, and some with the seed; and the revival of Slave Trade at Whydah, which drew large numbers of the people of Abbeokuta from their peaceful employments to go to war, or rather to catch slaves, the ill effects of which are felt to this very hour.

(Signed) B. CAMPBELL.

Lagos, February 2, 1858.

No. 2.

Consul Campbell to the Earl of Clarendon.—(Received April 22.)

(Extract)

Lagos, March 1, 1858.

I EMBARKED from this on board Her Majesty's steam-vessel "Bloodhound," on an official visit to the trading establishments in the Benin river, on the 9th of last month, and disembarked on the 21st.

I regret to have to report to your Lordship, that I found the relations between the factories in the Benin river, and a portion of the native people in a very unsatisfactory state.

Shortly after the "Bloodhound" came to an anchor, I was waited on by Mr. James Snape, the agent for Messrs. Charles Horsfall and Sons, of Liverpool, who complained that one of the large schooner-rigged launches belonging to that firm, had been piratically seized and detained, when sent some distance up the river to obtain fresh water for the use of the factory, by a trader named Smart, belonging to the town of Jacqua, who had treated most cruelly a Krooman, one of the crew of the launch; that he, Mr. Snape, had made complaint to Jerry, the Chief of Jacqua, and had called upon him to obtain restitution of the launch, but that Jerry had made no effort to do so.

I at once sent a message to the Chief, Jerry, that I wished to see him the next morning at Messrs. Horsfall's factory on the subject of this seizure, and he accordingly made his appearance, when I reproached him with neglecting his duty towards the British Factory, by not having immediately made Smart, who is one of Jerry's followers, or, as he is there styled, one of his boys, restore the launch, and I called upon Jerry to obtain restoration of it without delay; this he promised to do, saying he would arm two large canoes, and if Smart would not give up the launch peaceably, he would take it from him forcibly. The afternoon of the same day Jerry was seen to proceed up the river with two heavily armed canoes; but, as the creek in which Smart had concealed the launch, and in which it was stated he had built a large house, is situated some thirty miles up the river, and as Jerry returned from his expedition during the night, great doubts were entertained whether he had gone so far as Smart's Creek, which doubts were increased by Jerry sending me a message on board the "Bloodhound" the following morning, that Smart had abandoned the creek, taking the launch with him, and the messenger returning immediately, I began to ask questions of him, implying a doubt whether Jerry had gone to the creek.

As the seizure of this launch and the cruel treatment of the Krooman, were outrages which could not be passed over without notice, and for which there appeared to exist no justifiable excuse, I applied officially to Lieutenant Robson, commanding the "Bloodhound," to proceed up the river, and to make an effort to recover the launch, Mr. Snape and a Mr. Hearne, of Messrs. Harrison & Co.'s establishment, volunteering to accompany us; the latter gentleman having, in company with Mr. McKay, the chief agent in Benin river of Messrs. Harrison, a few weeks previously visited Smart at his house up the creek. Lieutenant Robson complying with my request, we started early the next morning up the river, anchoring off the creek about half-past 10 o'clock; the boats, as a matter of precaution (very necessary as it turned out), were armed, and proceeded up the creek, Lieutenant Robson, accompanied by Mr. Hearne, preceding, in the gig, the other boats. On ascending the creek, some cannon were perceived placed in battery, but masked by branches of trees, and on proceeding further, another battery of six guns, completely commanding the creek, was observed with men behind it, holding fire-sticks, ready to fire

B 2

off the guns; but on Lieutenant Robson standing in the bow of the boat, and telling the men not to fire, as he had come to seek an interview with Smart, they retired: but on the boat proceeding a little further up, it was found that some large trees had been felled to fall across the creek, which obstructed further progress; and immediately after a heavy gun, with volleys of musketry, was fired from an ambush on the gig, killing, I regret to state, one Marine and one of the Kroo boys employed in paddling the boat, and wounding three other Marines and one Kroo boy. On this the men were landed, and with their Minié rifles drove the natives into the bush upon some of their number falling. Lieutenant Robson then desired Mr. Rickards, Master's Assistant of the "Bloodhound," in charge of the jolly boat, to destroy the battery which commanded the creek: this was effected; two of the guns being put into the jolly boat, and the other four, in consequence of their great weight, were thrown into the deep mud of the creek. The party then returned to the ship, and in the afternoon the "Bloodhound" returned to her anchorage off the factories.

On the following morning an officer was sent to the Chief, Jerry, requesting his attendance on board the "Bloodhound," to explain his conduct, which appeared very suspicious, and led to the conclusion that he was in league with Smart.

Considering, from the hostile and suspicious conduct of the Chief, Jerry, the very man appointed by the late Consul Beecroft to protect the British traders, that the large amount of property on shore, particularly that of Messrs. Harrison & Co's., which is situated on Jerry's side of the river, was in an exposed state, I addressed a letter, of which I have the honour to inclose a copy, separately to the agents, requesting them to favour me with their opinion on this point, and also what measures they could suggest, the adoption of which, would tend to give greater security to the property at the factories.

I have the honour to transmit a copy of the joint reply of Messrs. Snape and McKay, to my letter, addressed to them separately.

The suggestion contained in this letter, to appoint Abrimoney, Chief of Batara, the Governor, or rather the protector of the British factories, was carried out, and an agreement to that effect was formally concluded between that Chief and myself, on board Her Majesty's steam-vessel "Bloodhound," a copy of which I have the honour to transmit; the other suggestion of the agents I shall not fail to lay before Admiral Grey or Commodore Wise. I must inform your Lordship that Jerry is a representative of the old Slave Trade Chiefs, who formerly, as subordinates to the Kings of Benin and Warree, conducted Slave Trade transactions with the supercargoes of slave vessels visiting the Benin river, under French, Spanish, Portuguese, and Brazilian colours; and that Abrimoney and his numerous followers were formerly the confidential slaves of the Kings of Warree, who, whether foreseeing a break-up of the Warree family, or from a desire to become their own masters, had, prior to the death of the last King of Warree, commenced building a town at the head of a creek, on the left or south side of the Benin river, above Messrs. Horsfall's establishment. Since the death of the last King of Warree, Abrimoney and his numerous followers have altogether made Batara their place of residence; they are considered, on the whole, as by far the most industrious traders, and have shown a good disposition to meet their trading engagements with the factory agents. This class of people, emancipated from slavery, in Benin, as elsewhere in Africa, regard with respect the English, as opponents of slavery and the Slave Trade.

There was one circumstance which this affair in Smart's Creek brought prominently to notice, which I feel bound to report to your Lordship, in order that a strong representation from Her Majesty's Government may be made to the Liverpool firms trading in the Bights of Benin and Biafra, to discontinue so improper and suicidal a practice. The very cannon and bullets with which Smart killed and wounded the Marines and Kroomen of Her Majesty's steam-vessel "Bloodhound," had been imported by the English factories, and sold to this fellow, and other natives, as merchandize. On my protesting against the sale of such munitions of war to the natives, Mr. Snape, Messrs. Horsfall's agent, remarked that he had in store some 200 of the cannon, 2-pounders to 6-pounders, unsold, and that his predecessor, Mr. Chestham, had lately imported for a favourite trader, several hundredweight of leaden bullets. The importation of trade muskets and gunpowder is mischievous enough, and is now probably difficult to discontinue; but the importation of cannon for sale to the natives, with shot to use with them, is most improper, and leads not only to the frequent interruption of commerce, by arming the natives one against the other, but to the natives using these cannon and munitions against British lives and property. The Chief, Abrimoney, on signing the agreement, begged me to prevent any more such importations into the Benin river, remarking, that when a boy, young men like Smart, purchased a canoe and four

cannon to arm it, he considered himself in a position to go to war even with the English.

Inclosure 1 in No. 2.

Consul Campbell to Messrs. McKay and Snape.

Gentlemen,

"Bloodhound," Benin River, February 17, 1858.

THIS being the second visit of Her Majesty's steam-vessel "Bloodhound" to this river within the last few months to afford protection and assistance to the British trading establishments, I wish, before leaving the river, to be favoured with your opinion as to security of the property in your charge, and what measures in your opinion are necessary, and can be carried out, to increase that security: the piratical seizure of Messrs. Horsfall's schooner boat, and the reluctance of Jerry and the other Chiefs to interfere for its restoration, together with Jerry's refusal hitherto to pay his customary visit to me on board Her Majesty's vessel, manifesting, in my opinion, propensities hostile to the security of the property on shore.

I am, &c.

(Signed) B. CAMPBELL.

Inclosure 2 in No. 2.

Messrs. McKay and Snape to Consul Campbell.

Sir,

Benin River, February 18, 1858.

IN reply to your letter of the 17th instant, respecting what measures in our opinion can be adopted to add to the protection and security of the property in our charge at Messrs. Horsfall and Messrs. Harrison's establishments in this place, during the present unsettled and hostile intentions on the part of Jerry and several of his Chiefs, we beg to inform you that the only sure method we can suggest is, that you will apply for one of Her Majesty's cruisers, for the purpose of remaining in the river a short time, or that one of Her Majesty's cruisers visit us, say once a month, for five or six months. This, in our opinion, will put a stop to the natives plundering or molesting us in any way.

If Abrimoney of Batara will accept of the Governorship, we request you will appoint him in the place of Jerry, as we have confidence Abrimoney and his Chiefs will afford us some protection from Jerry and his tribe, who are evidently hostile. In consideration of this we will pay Abrimoney any comeys that you consider fair and reasonable.

From remarks these natives have made to us time after time, we are of opinion that Jerry, Jibuffa, and sundry other old Chiefs, wish us to leave the place, thinking by so doing that slavers will visit this river again: this is the only reason we can account for their repeated palavers and for troubling and annoying us so.

We have, &c.

(Signed) JAMES S. SNAPE.
GORDON G. MCKAY.

Inclosure 3 in No. 2.

Agreement.

KNOW all men that I, Benjamin Campbell, Her Britannic Majesty's Consul for the Bight of Benin, deeming it necessary for the better security and protection of British property, and for the personal safety of the subjects of Her Majesty residing in the Benin river, have, with the advice and consent of Gordon McKay, Esquire, agent for Messrs. Thomas Harrison and Co., and of James Snape, Esquire, agent for Messrs. Charles Horsfall and Sons, all of Liverpool, this day appointed Abrimoney, Chief of Battaré, Governor of that part of the Benin river reaching from Warree Creek to the river's mouth, and Protector of the British Agents, and all other British subjects residing in or visiting the Benin river, and of the property stored at their factories.

And it is hereby agreed and consented to by the said Gordon McKay and James Snape, Esquires, on their own behalf, and on the behalf of their successors, that there

shall be paid to the said Abrimoney, Chief of Battaré, a comey of 200 pawns for every mast of any vessel loading in the Benin river, or at the anchorage outside the bar, in consideration of such protection to British property and British subjects accorded as aforesaid, which said comey is to be paid before opening trade or discharging cargo.

And the said Abrimoney, Chief of Battaré, on his part voluntarily, on the above-stated comey being duly paid to him, undertakes to protect, with all his power and influence, the British property deposited in this river on shore or afloat, and all the British agents and other subjects of Her Britannic Majesty.

And Benjamin Campbell, Esquire, Her Britannic Majesty's Consul, on his part stipulates that, on its being made known to him, or to his successor, or to the Senior Naval Officer of Her Majesty's naval forces in the Bight of Benin, that the presence of a ship of war in the Benin is necessary to support the said Chief Abrimoney in protecting British property and British subjects against a threatened hostile attack, that a suitable vessel of war shall be sent into the Benin river to support the Chief Abrimoney in protecting British property and British subjects.

The above appointment accepted by Abrimoney, as witness

ABRIMONEY his $\bowtie$ mark.

Given under my hand, and the seal of my Consulate, on board Her Majesty's steam-vessel "Bloodhound," the 18th day of February, 1858, in the presence of the Commander and officers of that ship.

(Signed) B. CAMPBELL.

Being present—

(Signed)

C. ROBSON, *Lieutenant and Commander.*

RICHARD ONSLOW, *Mate.*

JOHN T. C. WEBB, *Second Master.*

E. TENISON RYAN, *Assistant Surgeon.*

J. C. MEAGHER, *Assistant Paymaster in charge.*

GORDON G. McKAY, *Agent to Messrs. Harrison and Co.*

JAMES S. SNAPE, *Agent to Messrs. Horsfall and Co.*

No. 3.

Consul Campbell to the Earl of Clarendon.—(Received April 22.)

My Lord,

Lagos, March 3, 1858.

AFTER the Abbeokutan army had returned from the siege of the town of Aibo, bringing with them their starving captives, the Alake, or supreme Chief of the town, opposed the undertaking of any more such expeditions. The inhabitants of the neighbouring towns and villages which had supported the Aibos, deeming themselves secure for a time, after the return home of the Abbeokutans, ceased to exercise a proper vigilance, and, in consequence, the unfortunate inhabitants of one of those towns, numbering, it is said, between 600 and 700, fell an easy prey to a detachment of about 1,000 of the Abbeokutans, who left their town secretly, and by a forced march fell upon the unfortunate people just before break of day.

In consequence of this success an expedition on a larger scale, under the lead of the Chief Ogubonna, who had for some time previously to the revival of Slave Trade at Whydah shown himself open to good influences, and had become the most extensive cotton cultivator, was planned against the remaining towns and villages of the Aibos; and, notwithstanding the urgent remonstrances of the missionaries, would have proceeded on its evil purpose, but for information received at Abbeokuta that the King of Dahomey, at the head of a large force, had left his town, as supposed, to attack Abbeokuta, in revenge for their destruction of the town of Aibo, whose inhabitants were allies of Dahomey.

The last authentic account that has reached Lagos of the King's proceedings is, that he fell suddenly on a town named Ahpo, not far from Kétu, and killed and carried off between 1,400 and 1,500 of its inhabitants, and that the King and people of Kétu, being alarmed at the proximity of the King of Dahomey's forces, had sent to Abbeokuta for aid.

It is some years since the King of Dahomey has made so successful a foray, or slave hunt, and it is greatly to be feared that the number of unfortunate victims annually sacrificed to the barbarous superstitions of the King of Dahomey and his Chiefs, which

of late years had diminished to some thirty or forty, will this year be increased to hundreds.

This is one of the many evils arising from a revival of the Slave Trade at Whydah, and shows how deeply rooted is the influence of the Slave Trade in all those countries near to the sea-coast, and how easily the impressions and influences created by legitimate commerce, and other means brought to bear on the native mind, are obliterated by the prospect of a resumption of Slave Trade.

The first attempt by a European merchant to form a trading establishment at Abbeokuta has failed, entailing a heavy loss. The Chiefs professed the greatest readiness and pleasure to see a white merchant established in their town, and promised him their protection, and they received the handsome presents he made them; but in a few months they allowed a paltry section of the population, who had been influenced by bribes from some mischievous Sierra Leone people, inimical to this merchant, to detain and plunder the merchant's property.

How different has been the conduct of the Chiefs and people, Mahometan and Pagan, of the Niger countries, towards the members of the Niger Expedition, whether traders or Government employés.

I have, &c.
(Signed) B. CAMPBELL

No. 4.

Consul Campbell to the Earl of Clarendon.—(Received April 22.)

My Lord,

Lagos, March 6, 1858.

I TAKE the liberty of transmitting to your Lordship an extract from a letter received by me from Mr. Davis, the medical officer attached to the Niger Expedition, under Dr. Baikie, as it so strongly confirms the account given by Dr. Barth of the extensive commerce carried on in the interior of Africa, and particularly from the great mart Kano.

The large quantity of silk alluded to by Mr. Davis comes, I apprehend, from the Barbary towns on the Mediterranean coast, or from any countries producing silk in Egyptian territory; it is used at Illorin to mix with cotton in the superior cloths manufactured at that town, which have long been celebrated throughout Yoruba and neighbouring countries for their softness and the gloss imparted by the silk: they are very expensive, and only Chiefs and others possessing wealth can afford to purchase them.

The return caravans from Illorin to Kano explain what has for some time been a matter of inquiry by me as to what becomes of the large quantities of British manufactured cotton goods which are annually landed in the Bight of Benin and sold against palm oil; for I have remarked they are but scantily used by the populations of the seaboard countries, who prefer clothing themselves in the strong and durable cotton fabrics of the country, although so much dearer. It is evident that British-manufactured goods find their way from one market town to another till they reach a kind of emporium at Illorin, from whence they are carried across the Niger into the heart of Africa.

Rabba, or its immediate neighbourhood, would, therefore, be a very desirable site for commercial establishments connected with others at the confluence, and the safety of communication and travelling overland from Rabba to Lagos, which has now been established, would be found a great advantage.

Lieutenant Glover has arrived at this place from the encampment in seventeen days; he was detained two days at Illorin to pay a formal visit to the King of that town, and three days at Abbeokuta with slight fever. Lieutenant Glover's intention is to proceed to Sierra Leone to purchase supplies for prosecuting a journey from the Niger to Egypt, and he entertains hopes of being able to procure any papers that may have been in the possession of Dr. Vogel when he was most unfortunately put to death.

I have, &c.
(Signed) B. CAMPBELL.

Inclosure in No. 4.

Mr. Davis to Consul Campbell.

(Extract.)

Niger Expedition, Camp near Jeba, January 31, 1858.

MR. CROWTHER and Mr. Barter (the botanist) were down last week at Rabba; there were two large caravans, one going to, the other coming from, Illorin: the first, from Kano, was a very large one. Barter counted 1,000 horses, mules, and donkeys, and then gave up counting, as they extended backwards along the Kano-road as far as he could see; he thinks there could not have been less than 5,000 persons in it, and the beasts of burthen were even more numerous. They were taking horses (good ones could have been purchased at 20 to 30 head of cowries), bullocks, asses, slaves, and immense quantities of raw silk (white and red) to Illorin; the party returning from there had European goods. What becomes of all this silk taken to Illorin? They saw an Arab in Turkish dress, a fine looking man, who had seen the English troops, at Stamboul, going to fight the Russians, and who had visited Gibraltar and other places on the Mediterranean. Unfortunately they could not talk to him, as they had no Arab interpreter, and he did not understand any of the dialects with which Mr. Crowther is familiar.

Rabba is to be rebuilt very soon. If a permanent peace be established, the trade of that place will, in the course of a few years, surpass all your expectations. The yams are the finest we have ever seen, some weighing 45 lbs., as white as flour, and as sweet almost as a potato; dawa, gero, mawa, and Indian corn are grown abundantly, and furnish with yams, fish, and palm oil, the chief food of the people. I shall (D.V.) take you down specimens of the three first-named grains. Plantains, bananas, and popors, are the only kinds of fruit we get, and these are scarce.

No. 5.

Consul Campbell to the Earl of Clarendon.—(Received April 22.)

My Lord,

Lagos, March 8, 1858.

THE attempt to purchase slaves at Whydah as free emigrants has not yet been renewed by M. Régis, and, so long as the current value of slaves among the natives of this part of Africa continues so high as at present, it is not likely to be.

I have reason to believe that no slaves have been bought by the agents of M. Régis at this place and at Palma.

There are two vessels in the neighbourhood of Whydah waiting an opportunity to embark slaves; a schooner, under the American colours, called the "*Hanover*," and a Spanish brig. The squadron having been increased, these vessels will find it very difficult to escape the vigilance of the naval commanders. Eight Kroomen, engaged to work on board the "*Hanover*," finding that it is the intention of the master of that vessel to embark slaves, deserted from her, and reached this Consulate yesterday morning.

I have, &c.

(Signed) B. CAMPBELL.

No. 6.

Consul Campbell to the Earl of Malmesbury.—(Received June 8.)

My Lord,

Lagos, April 20, 1858.

I EMBARKED on board Her Majesty's steam vessel "*Brune*" (stationed here for service in the Lagoons) on the 30th of March, on an official visit to Badagry and Porto Novo. In consequence of the "*Brune*" taking the ground, and it being necessary to sound the Lagoon for some distance, I disembarked on the following day, the 31st of March. The soundings having been completed, I re-embarked on April the 9th, and proceeded on to Badagry and Porto Novo, disembarking on the 19th of the same month.

At Porto Novo, the King's Town, called by the natives "*Ajashy*," a place of considerable commercial importance for an African town, and situated some nine miles from the sea-shore, the natives had never before seen a steam-vessel: the arrival of the "*Brune*,"

therefore, created considerable excitement, but no alarm, as the canoes by hundreds, with thousands of the townspeople in them, surrounded the vessel during the four days she lay at anchor, and many of the Chiefs and leading inhabitants were permitted to come on board and inspect the ship. The engine-room, with its ponderous machinery, created no little wonder in the minds of a people who had never before seen anything larger than a man-of-war's boat.

I had interviews with the King every day, and, accompanied by Lieutenant Lodder, Commander of the "Brune," brought to a satisfactory termination several disputed matters between the people of Lagos and those of Porto Novo. The King was kind and generous to the officers and crew of the "Brune," presenting them with six bullocks, four pigs, and four bags of cowries (24 dollars value) to purchase yams.

The inhabitants of the King's territory being large cultivators of the necessaries of life, and their farming being of the neatest I have seen in Africa, completely clearing the ground from stumps and weeds, I pointed out to the King the great advantage of encouraging his people to cultivate cotton, which would be a source of profit to them. The King assured me he would impress the proposition on his subjects, and that I might rest assured of seeing cotton offered for sale at Porto Novo ere long.

The population of the town of Porto Novo, or Ajashy, is estimated at 30,000; that of Badagry at some 600, the civil war which broke out in the town some seven years since having swept off many families, and driven away some thousands who made it a temporary abode on account of its commerce. Notwithstanding its present sparse population, no less than eight Chiefs, or Caboceers, no one superior to the other, exercise authority; a state of things leading to endless disputes, and to many of the population being thieves and kidnappers, and to the traders, to suit their own purposes, meddling themselves with the disputes and differences of the Chiefs one with the other.

Badagry possesses no commerce within itself, and but a small territory is attached to the town. The natives do not cultivate anything, not even cassada. The town is entirely dependent on Porto Novo for its trade, and the inhabitants for the necessaries of life; in fact, it can only be regarded as the shipping 'port of Porto Novo, the King of that town enjoying a revenue from the payment of one head of cowries on every purchaser of palm-oil shipped from Badagry beach.

I have, &c.
(Signed) B. CAMPBELL.

No. 7.

Consul Campbell to the Earl of Malmesbury.—(Received June 8.)

(Extract.)

Lagos, April 30, 1858.

I HAVE the honour to transmit, for your Lordship's information, copy of a letter addressed to me by Mr. John Chillingworth, member of a respectable mercantile firm in Liverpool, who lately arrived at this place in the steam mail-packet "Ethiope."

The fearful events which took place on board the "Regina Cœli" in the successful struggle made by the slaves to recover their freedom, exposes the true nature of the so-called "French Free Emigration Scheme." I beg to call your Lordship's particular attention to the statement made to Mr. Chillingworth by the free man Peter, probably a Krooman, that himself and others, on going on board the "Regina Cœli" to offer themselves as free labourers, were at once put into irons and placed in the hold of the vessel. The revival of the Slave Trade by France, under the specious designation of Free Emigration, is of itself exercising a most pernicious influence in the countries near to the sea-coast, and if the iniquitous system of kidnapping (rarely pursued by the Spanish and Brazilian slave-traders) is also sanctioned by the Imperial Government of France, it will lead to a general distrust on the part of the natives on the coast to venture on board any vessel, either to trade or to offer themselves as labourers.

As Mr. Newnham, Her Majesty's Consul at Monrovia, will doubtless furnish your Lordship with every particular of this event, I do not think it necessary to communicate what I have heard from other passengers of the "Ethiope."

Inclosure in No. 7.

Mr. Chillingworth to Consul Campbell.

Dear Sir,

Lagos, April 23, 1858.

KNOWING the interest you take in all matters that concern the suppression of the Slave Trade on the West Coast of Africa, I beg to lay before you the particulars of a transaction which came under my own observation during my recent journey from England to here on board the "Ethiope," Captain Croft.

The "Ethiope" arrived at the Liberian capital, Monrovia, on the afternoon of the 14th instant. The ship's boat going ashore with the captain, myself and three other of the passengers availed ourselves of the opportunity of paying our respects to ex-President Roberts. While at his house he informed us that a large French vessel called the "Regina Coeli" had been for some weeks past collecting emigrants along the coast, but that five or six days prior to our arrival the emigrants had revolted during the absence of the captain, purser, and two or three of the crew, who fortunately were on shore at the time; the seamen on board, eleven in number, were all massacred; but the doctor, through some friendly feeling on the part of the leaders of the mutiny, was spared, and landed somewhere near Cape Mount. After the massacre the emigrants took possession of the vessel, and as Mr. Roberts stated, were supposed at the time of our arrival to be cruising somewhere off Cape Mount. It was urged upon Captain Croft to go in search of the vessel, and, after some deliberation, it was decided that, on a formal requisition being made to Captain Croft by the French Consul, he would take the "Ethiope" as far as Cape Mount.

The "Regina Coeli" being understood to be well armed, all possible preparations were made on board the "Ethiope" to use force, if such were required, and being aware of the great moral influence exercised by ex-President Roberts over the native population, he was requested to accompany the "Ethiope."

We started from Monrovia at about 11 P.M. the same day that we arrived, and made Cape Mount early next morning, without having met with the vessel we went in search of. On sending a boat on shore, it was ascertained that the "Regina Coeli" had been seen the previous evening, and that she must consequently be still in the neighbourhood. We steamed some time longer, and about 9 o'clock sighted a vessel which, from the way she was drifting, was assumed to be the one we sought. As we neared her we saw her decks crowded with people, who, as soon as they saw the British flag, hung out a white shirt, and, the "Ethiope" coming within hailing distance, they made all possible demonstration, by clapping of hands and crossing their arms, of their joy at seeing a British ship, and their willingness to give themselves up. Mr. Roberts having gone on board, the natives saluted him with every demonstration of joy, and when they learned that they would be taken to Monrovia, they danced their native dance and shouted out with pleasure the name of the Liberian capital. From what Mr. Roberts saw on board the "Regina Coeli," and also the account given him by the people, he expressed himself to all the passengers on board the "Ethiope," that no doubt remained on his mind but that all the so-called emigrants were neither more nor less than slaves, who had been bought, shipped, manacled, and were intended for sale in a distant market; in all respects the same as the slavery system which the British public supposes to be all but dead, but which is being revived again under the specious name of "emigration."

A few English seamen were put on board the "Regina Coeli," and she was towed by the "Ethiope" to Monrovia. A statement of the matter was made to the Liberian Government; but as the "Ethiope" had to proceed on her voyage, I am, at the moment ignorant of what steps the Government may have taken in respect to the people on board the "Regina Coeli." Up to the time of the "Ethiope's" departure (the evening of the 16th) they remained on board, with one English seaman placed there by the captain of the "Ethiope," not for the purpose of controlling or interfering with the natives, but merely as his representative until the question of his claim to salvage of the ship was adjudicated upon.

On the morning of the 16th I went on board the "Regina Coeli" in order to judge for myself the connection between emigration and slavery. I found some of the people could speak English, and one of them, who gave me his name as Peter, showed me the irons in which they had been manacled, and many still retained the marks of them on their ancles and wrists. There were, when I went on board, about 170 people; but somewhere about 100 had left the ship before the "Ethiope" fell in with her, and the man Peter told me that the greater portion of the slaves had been brought from the

interior, but that others had gone on board as Kroo labourers, he himself among the latter, when they were at once put in irons and placed in the hold of the vessel. When speaking of the massacre of the ill-fated seamen, they attempted no concealment, but gloried in the deed, and seemed conscious that the blood shed was for liberty: they pointed out how the men took refuge in the vessel's tops, which were still covered with blood, and that as each fell, he was hove overboard. They stated that the first outbreak arose from the cook stabbing one of the people who had gone to the galley to get something to eat. But I am satisfied that the rising had been preconcerted. On my asking if they would allow the French skipper to go on board, they replied, that an English boy, if sent there, they would be answerable with their heads for his safety, but that they would shoot the French captain.

The "*Regina Cœli*" is a vessel about 400 to 500 tons register, apparently new, with a full-length figure-head of the Virgin and the infant Jesus in her arms. The figure stands on a sphere painted a light blue. Shortly after the vessel was taken in tow the captain and three of his crew were picked up. The captain came on with us to Monrovia: he told me he had been watching the vessel for some days in hopes of some opportunity of regaining her, but that every time he came within gun-shot, he was fired upon. His account of the immediate origin of the mutiny was the same as that given by the emigrants. He further informed me that he paid ten dollars for each emigrant, half in cash and half in merchandise, to the party who shipped them; that his destination was the island formerly known as the Isle of Bourbon, and that he would get for each about seventy dollars. It is to be hoped that the whole affair will be thoroughly sifted by the Liberian Government, as I am satisfied the investigation will show the true nature of African emigration. The sketch I give you, is strictly what I saw and heard for myself; I have, therefore, abstained from what may be called the general rumours current respecting this special case, and emigration generally, as to the villanous mode in which the emigrants, as they are now called, are obtained: as I believe that one case, fully and clearly proved of emigration and slavery being the same thing, will be the means of the new system meeting the fate of the old.

Yours, &c.

(Signed) JOHN CHILLINGWORTH.

No. 8.

Consul Campbell to the Earl of Malmesbury.—(Received June 8.)

(Extract.)

Lagos, May 6, 1858.

THE "*Stella*," a screw steamer belonging to M. Régis, that formerly made an unsuccessful attempt to purchase slaves at Whydah in pursuance of the Régis contract, is now at anchor off Whydah: as is also the "*Dahomey*," another screw-steamer belonging to M. Régis; but this vessel, on her last voyage to this coast, loaded a cargo of palm oil.

No. 9.

Consul Campbell to the Earl of Malmesbury.—(Received June 8.)

My Lord,

Lagos, May 6, 1858.

I HAVE the satisfaction to be able to report to your Lordship that Commander Aplin, of Her Majesty's ship "*Hecla*," informs me there are now no suspicious vessels to be met with in the Bight of Benin.

The last vessel of this description, the "*Marshall*," that had long protected herself under the flag of the United States, was met with by Commodore Wise in Her Majesty's ship "*Vesuvius*," and captured by him on account of having no national papers on board, and sent to Sierra Leone for adjudication.

The "*Marshall*" turns out to be, as all these slave-vessels covered by the American flag undoubtedly are, Spanish property.

I have, &c.

(Signed) B. CAMPBELL.

No. 10.

Consul Campbell to the Earl of Clarendon.—(Received August 9.)

My Lord,

Lagos, March 27, 1858.

ABOUT three years since, various slaves belonging to Domingo Martins and the slave-traders living at Whydah and the windward ports, escaped from their masters and ran to this place claiming my protection; in every instance I accorded them protection, and got them located in the town. From the great demand for labour they soon found employment at good wages. Since the late revival of Slave Trade at Whydah a considerable number of slaves have deserted from their masters at that and at other towns, a large portion of whom were domestic slaves, who had lived several years with their masters, and now speak the Portuguese language; they all state as the cause of their desertion, the dread of being sold to the Spanish slave-dealers and carried away from the country.

I fear that a not inconsiderable portion of those who have lately deserted have been fallen in with by canoemen belonging to King Docemo, or to his Chiefs, who now either hold them as slaves or have sold them into fresh slavery. On every occasion when it has come to my knowledge that such people have been received and kept by the King or his Chiefs, I have demanded and obtained their release, on the ground that these people did not desert from their state of slavery at Whydah to become again slaves at Lagos, but in the full confidence of obtaining British protection.

Some of these people have settled here; but most of them being from interior countries, Houssa and Nuffee in particular, and professing the Mahometan faith, have, after a time, under protection of my passport, returned to their homes; their route thither lying through the large Mahometan town of Illorin, in which they met with many of their countrymen, to whom they related the protection that had been accorded them by the English Consul at Lagos. The novel circumstance of protection and assistance being afforded at Lagos to people in their unfortunate condition, from pure sympathy and benevolence, appears to have excited surprise and interest at Illorin, and a Sheriffe, a native of Bornu, was sent by the King and Chiefs of that town to Lagos with directions to inquire into the circumstances as related by the Houssa and Nuffee men, who had escaped from slavery, and to thank me for the assistance I had rendered to their co-religionists.

Although the Mahometans in Africa are generally slave-dealers, they view with great pleasure the release from slavery of the followers of the Prophet, who, in their slave-hunts against the unfortunate Pagan natives, not unfrequently meet with a reverse, and are themselves captured, sent to the seaboard, and sold as slaves.

As there is considerable intercourse between Illorin, Rabba, Kano, and other large interior towns inhabited mostly by Mahometans, who are, if not the reigning Chiefs, at least very influential, the knowledge to them that the English Christian people are actuated in their endeavours to suppress the Slave Trade by the purest benevolence and impartiality will, it is to be hoped, induce them to receive with confidence and goodwill those subjects of Her Majesty who are now visiting, or who may hereafter visit, their countries.

I have, &c.
(Signed) B. CAMPBELL.

No. 11.

Consul Campbell to the Earl of Clarendon.—(Received August 9.)

My Lord,

Lagos, March 28, 1858.

ALTHOUGH my presence here for the introduction and support of legitimate commerce is regarded with more than disfavour by the Chiefs of Lagos and of surrounding countries, by the great mass of the populations it is considered the greatest blessing that has befallen them and the country in general. The native population of Lagos in particular, nine-tenths of whom are of the class still called slaves, have reason to be, and are, most thankful for British countenance and assistance. Formely this class of people had always the dread of being shipped from the country uppermost in their minds, and the threat of being handed over to the slave-dealer was generally held in *terrorem* over them to enforce fidelity and obedience to their masters. Now all this is changed: the Caboceers and chief traders may and do dabble a little in Slave Trade, that is, they sell

to-day at a moderate profit the slaves bought at the last market-day at Icorrodoo or elsewhere; but, to sell any of their domestic slaves, or, as they are more generally called, their people, they will not venture to do. All these people are now working or trading for themselves, and the increasing commerce, together with the numerous buildings, both native and European, now in progress, give to this class of people a fine opening and ample reward for their industry, particularly as all native building materials have within the last few years, from the great demand for them, increased in value 200 to 300 per cent.

The acquisition of property, earned by their own labour and industry, has naturally led to the desire, on the part of many domestic slaves, to purchase their own freedom from their masters; this desire is strongly evinced by women who are in the unfortunate position of slaves, more strongly so if they are mothers and have children living. The male domestic slave finds little trouble in arranging with his master the price of his redemption, the master knowing well that, if he is too hard in his terms, his slave will take French leave, and walk to his home in the interior; this step is, however, seldom taken if it can be avoided, there being a feeling either of honour, pride, or personal security in a man paying in the presence of witnesses the price of his redemption. It is the unfortunate female slave who meets with difficulty in obtaining the redemption of herself and her children, particularly if they happen to be daughters. It is the women that trade at the oil markets, and many of them by care of frugality soon amass sufficient cowries to pay a heavy sum for the redemption of themselves and their children; but their masters often show great unwillingness to part with them, and it is in many of these cases that my interposition is sought; and although, by perseverance, I have in every case succeeded in obtaining the consent of their masters to the mothers' manumission of herself and children, at an exorbitant rate compared with the price formerly paid, it has been given with reluctance and bad grace, and the Caboceers and Chiefs have set their faces against increasing the number of free inhabitants. The women and children who are thus manumitted, as a rule, remain in Lagos to be near to British protection; the men frequently return to their homes in the interior, when they find it safe for them to do so.

I have deemed it my duty to bring the above circumstances to your Lordship's notice, that Her Majesty's Government may know how beneficial have been the results of their active policy in supporting the late friendly Chief Akitoye against his barbarous relative and usurper Kosoko (who appears dead to every good influence and determined to oppose British views and policy), and by the presence of a British agent, protecting the increasing legitimate commerce and the weak and oppressed classes of the large population of Lagos.

I have, &c.
(Signed) B. CAMPBELL.

No. 12.

Consul Campbell to the Earl of Clarendon.—(Received August 9.)

(Extract.)

Lagos, April 7, 1858.

I FEAR we are now but beginning to feel the ill effects of the late revival of Slave Trade at Whydah and the neighbouring ports.

The King of Dahomey's emissaries are now visiting the Chiefs of the large towns of Yoruba, seeking to obtain assistance to enable him to attack Abbeokuta next year. To the King of Ago Oyo (whose immediate ancestor was, before the civil wars broke out in the country, King of Yoruba, and received a heavy annual tribute from the former Kings of Dahomey), Gezo is now offering to renew the payment of the former annual tribute, and to assist the Atiba, King of Ago Oyo, in subduing his revolted vassals, and in regaining his former power and authority over the whole of the Yoruba tribes.

I shall take advantage of the return of Lieutenant Glover to the Niger Expedition encampment (who will have to pass through the town of Ago Oyo) to impress the Atiba, or King, with whom I have lately entered on friendly relations, with the impolicy of allowing the King of Dahomey to obtain either power or influence in the Yoruba country.

None of the large Yoruba towns have felt the evil influence of the late revival of Slave Trade so much as Abbeokuta: it has quite unhinged the minds of the leading men

of the town, and the Christian converts, who have for some years past been exempt from persecution, are now being threatened with a renewal of it; such inveterate Slave Trade Chiefs as the King of Dahomey and Kosoko never ceasing to prejudice the minds of the natives generally against the presence of Englishmen, and of Missionaries in particular, and the religion they are introducing, which they believe will in time, with legitimate commerce, give a death-blow to the Slave Trade.

No. 13.

The Earl of Malmesbury to Consul Campbell.

Sir,

Foreign Office, August 4, 1858.

I HAVE received copies of your despatches of the 27th and 28th of March, and 7th of April, of which the originals were lost in the African mail steam-packet "Candace," relating to matters connected with the Slave Trade in the Bight of Benin; and I have to acquaint you that I approve your proceedings as reported in those despatches.

I am, &c.
(Signed) MALMESBURY.

No. 14.

Consul Campbell to the Earl of Malmesbury.—(Received March 11.)

(Extract.)

Lagos, February 3, 1859.

THE Slave Trade in the Bights of Benin and Biafra is still struggling to retain a footing. A large brig, the "*Juliet*," has been captured by Her Majesty's ship "*Archer*" in the River Nun. It is stated that this vessel went to Mozambique, failed in obtaining a cargo there, came round to the West Coast and entered the Nun river; it is further stated that a dispute arose on board, the supercargo was murdered, and the doubloons and dollars shared by the crew, who appear to have taken passage in the mail steamer "*American*," probably for Teneriffe.

The "*Juliet*," when captured by the "*Archer*," was fully equipped for Slave Trade.

A brigantine has been captured by Her Majesty's ship "*Sharpshooter*" off Whydah, without papers or flag, but fully equipped for Slave Trade; the name on her stern, although painted over, was made out to be the "*Dorado*;" she has been sent to Sierra Leone for adjudication.

It is confidently stated that a small schooner lately succeeded in getting away from the neighbourhood of Whydah, with 200 slaves on board.

The barracoons at Whydah are stated to be full of slaves ready for shipment, and the markets continue to be well supplied with slaves for sale.

Slave Trade influence is gaining ground with these Chiefs and Rulers of the countries bordering the Bight of Benin who, until lately, had began to look upon its return as hopeless.

No. 15.

Consul Campbell to the Earl of Malmesbury.—(Received March 9.)

My Lord,

Lagos, February 4, 1859.

I HAD not been forty-eight hours returned to this place before it became evident to me that Slave Trade influence had gained ground considerably during my absence.

The first apparent effect of that influence was a fire that broke out on the 28th of last month, during a strong harmattan wind, to windward of that portion of the town occupied by the Brazilian-African emigrants and an industrious section of the native population of the place, upon which the Church Missionary premises and the buildings of this Consulate closely abut. The fire destroyed at least one-third of the town, and nothing but the active energy of the Kroomen belonging to Her Majesty's steam-vessel "*Brune*," and those belonging to the "*Rainbow*," assisted by those attached to this

Consulate, under the direction of Lieutenant Lodder and myself, prevented the fire spreading to the Church Missionary premises and this Consulate, which adjoins those premises.

Although the same risks of fire are always in existence, no similar one has taken place during four years past, and since Kosoko concluded the Treaty with Captain Miller and myself; this, like all previous incendiary fires which denoted the disturbing influences of Kosoko and the Slave Trade, occurred during a strong easterly wind and broke out to windward of the town.

This occurrence awakened my suspicions, which were afterwards quickened by the report made to me by an intelligent man whom I always send to the Iccorodoo market to preserve order there, and to watch the progress of the Slave Trade, by counting the number of slaves brought for sale, and ascertaining as well as possible who are the purchasers; they were further quickened by the statement made, first to King Docemo, and subsequently to myself, by an intelligent slave of Kosoko's, who ran away from him; and all doubt was set at rest by the message sent to me last evening by Tappa, Kosoko's leading man, as related in my letter to Captain Sanderson, commanding Her Majesty's ship "Archer," copy of which I do myself the honour to inclose.

I have, &c.

(Signed) B. CAMPBELL.

Inclosure in No. 15.

Consul Campbell to Captain Sanderson.

(Extract.)

Lagos, February 4, 1859.

SHORTLY after my return to my post it became evident to me that Slave Trade influence in this neighbourhood had greatly increased, and that the great representative of that trade, Kosoko, having increased the number of his partisans, even in the town of Abbeokuta, where English influence was considerable, was preparing to disturb the peace and commerce of Lagos. He has, by his influence and bribes, prevailed on the King of Jaboo to prohibit any palm-oil from being carried to the large markets in his territory, on the Lagoons, and, for some months past, slaves only have formed the saleable productions brought to those markets, to the great loss of the mercantile community of this place and of the port of Palma, their vessels having been detained several months, unable to obtain cargoes.

Three days since an intelligent slave of Kosoko's made his escape, came to Lagos, and informed King Docemo of the active preparations being made by Kosoko for making a hostile visit to Lagos. King Docemo sent this man to me to relate what he saw and knew of the matter. Although this man's statement corroborated the information brought to me the day previous by the intelligent messenger I always send to the market of Iccorodoo to watch the progress of the Slave Trade there, I thought it better to wait further confirmation before I brought the matter before you officially.

I last evening received full confirmation of the preparations being made by Kosoko.

It, therefore, becomes my duty to submit to you the propriety of the "Brune" being efficiently manned, and that the Commander be then directed to take up such a position in the Lake Iccorodoo as will command the approach to Lagos from Eppé, and so deter Kosoko from making any hostile attack on this place.

No. 16.

Consul Campbell to the Earl of Malmesbury.—(Received March 11.)

My Lord,

Lagos, February 4, 1859.

ON landing at Cape Coast Castle during my passage to this place, I was informed by the Acting Governor, Major Bird, that the United States' sloop of war "Vincennes" had captured in the roadstead of Cape Coast an American barque called the "Julia Dean."

The capture was effected by the "Vincennes" entering the roadstead under English colours, when the "Julia Dean" hoisted American colours. On being boarded the master of the "Julia Dean" disputed the right of being visited by, as he thought, British officers; the disguise was thrown off by the "Vincennes" hoisting her true colours.

The "*Julia Dean*" being found thoroughly fitted for Slave Trade was taken possession of and forwarded by the Commander of the "*Vincennes*" to a port in the United States.

If the American men of war would cruise off the slave ports, exercise the needful vigilance, and visit with scrutiny all vessels bearing the flag of the United States, it would not be so often prostituted to protect Spanish Slave Trade.

I have, &c.
(Signed) B. CAMPBELL.

No 17.

Consul Campbell to the Earl of Malmesbury.—(Received March 11.)

My Lord,

Lagos, February 7, 1859.

ABOUT two years since, I reported the death of Gezo, King of Dahomey. I did not make that report lightly, for it was generally believed throughout the country that the event had taken place; even the slave-traders at Whydah gave currency to the report. Some months later it was ascertained that Gezo was not dead.

I believe I may now safely report to your Lordship that Gezo is dead, and that he has been so several months. The funeral obsequies of this great slave-hunter and dealer took place about six weeks since, at Abomey, at which ceremony all the slave-dealers at Whydah and the other Dahomian ports assisted, each carrying up his quota of unfortunate human beings to be slaughtered, and such presents of merchandise, &c., as they thought would satisfy and ingratiate them with the new Sovereign of Dahomey. The notorious Domingo Martins (although it is stated on the verge of bankruptcy) carried up large quantities of merchandise, rum, gunpowder, tobacco, &c.; he took up also as gifts to the departed monarch, to be buried with him, that he may enjoy in the other state of existence, which the superstition of the Dahomian and other Pagan natives believe those who have departed this life to be transported to immediately after death, a large silver salver, upon which shone brightly 170 new dollars, and a beautiful representation of an oak tree in frosted silver, about thirty inches high, to the leaves of which were fastened small hooks, and upon which hooks were hung some hundred of the finest Havana cigars, doubtless with the supposition that the deceased monarch would, in his other state of existence, console himself with their fragrance while lamenting that his days of human slaughter and slave-hunts had passed away.

The new monarch, it is stated, publicly proclaimed his intention to follow in the steps of his father, and to continue slave-hunts and the Slave Trade. It is stated, as a proof of this determination, that he has left his town accompanied by as large a force as he can muster.

Besides the slave-traders of Whydah, &c., who, I expect, were compelled to attend and to contribute to the barbarous rites performed at Abomey, some English traders at Badagry, from curiosity 'tis to be hoped, also attended these rites; and from one of those present I am informed that 800 human beings were slaughtered, that 2,000 was the number intended to be sacrificed, but it was found impossible to obtain so many, probably from the difficulty of obtaining slaves, owing to their present high value for shipment and for domestic use.

I have, &c.
(Signed) B. CAMPBELL.

AFRICA. (*Consular*)—*Bight of Biafra.*

No. 18.

Consul Hutchinson to the Earl of Malmesbury.—(Received July 13.)

My Lord,

Clarence, Fernando Po, May 25, 1858.

I HAVE the honour to transmit to your Lordship the names of 8 slaves to whom I have granted papers of emancipation according to the form herewith inclosed, and which has been used by me previously, as well as approved by Her Majesty's Principal Secretary of State for Foreign Affairs.

I may inform your Lordship that the first on the list, to whom I have given my own name, was given to me by a Duke Town trader, named Egbo Tom. The circumstances under which she was brought to Old Calabar were reported to me to be to the effect, that her father and mother being taken prisoners during an incursion made into the Mbwe country, by the marauding Fibāre (or Filatahs), she was passed on from one district to another, from Mbwe to Maiong, thence to Akoneia, thence to Ikna, from that to Orop far up in the Old Calabar river, and from that to Old Calabar; being sent on from one district to another, not from any motive of humanity, but as an article of native currency. From Old Calabar she was about to be sent to Tom Shot's country near the mouth of the river, when Egbo Tom hearing me express a sympathy for her, told me he would give her as a "dash" to me.

I have left her under the care of the Presbyterian Missionaries at Old Calabar, till I have an opportunity of sending her to the Church Missionary Society's care at Sierra Leone.

The others liberated are in charge of the Presbyterian Missionaries at Old Calabar.

I have, &c.

(Signed) THOS. J. HUTCHINSON.

Inclosure 1 in No. 18.

NAMES of Free Persons connected with the Old Calabar Mission House, being Natives of Old Calabar, or Neighbouring Countries, redeemed from Slavery.

English Names.	Native Names.	Born in or brought from	Age.	Marks.
Fanny Hutchinson	Unknown	Mbe, in the Mbudikum Country	About 4 years	None
Eliza Hamilton	Oman	Egbo Shary	" 17 "	"
Ellen Hamilton	Adia	Egbo Shary	" 35 "	"
Jane Waddell	Afiong Uma	Creek Town	" 4 "	"
Ellen Edgerly		Old Town	" "	"
Paul Eyo Edgerly		Ditto	" 6 "	"
Virginia Edgerly		Ditto	" 6 "	"
Jessey Edgerley		Ditto	" 1 "	"

"Pluto," Old Calabar River, May 13, 1858.

(Signed) THOS. J. HUTCHINSON, *Consul.*

CLASS B.

D

Inclosure 2 in No. 18.

Form of Manumission.

TO all whom these presents come greeting: Know ye that
 aged about years, whose country name is , and who was born
 at , has been this day declared before me to have been originally a slave,
 but to be now manumitted. This is, therefore, to declare that fact to all whom it may
 concern, and to forbid any into whose hands may come, from
 again making a slave, under the pain of incurring the displeasure of
 Her Britannic Majesty's Government, and of suffering such penalty as the Government
 may attach to such a step.

Given under my hand and seal, on board Her Majesty's steam-vessel "Pluto," in
 the Old Calabar river, this day of 18

(L.S.) THOS. J. HUTCHINSON.

No. 19.

Consul Hutchinson to the Earl of Malmesbury.—(Received July 13.)

My Lord,

Clarence, Fernando Po, May 26, 1858.

I HAVE the honour to lay before Her Majesty's Government the particulars of an
 affair that was brought before my notice on my late official visit to the Cameroons river.

A message was conveyed to me through the Rev. Mr. Saker, a Baptist Missionary in
 that district, to the effect that the Kings and Chiefs of Acqua Town desired my mediation
 in a palaver they were about to have with a large body of their slaves, who had shaken
 off all allegiance to them, and had in fact asserted an independent Government of
 their own.

Having always made it my practice stedfastly to abstain from any meddling with
 the local prejudices and superstitions of the people, I, therefore, requested the Rev. Mr.
 Saker to explain to me the nature of the points in question. The chief trade in
 Cameroons being carried on after the trust fashion, and, therefore, a large amount of
 British property ever in the hands of native traders there, I thought I would not be
 stepping out of the province of my duty in assisting to throw oil upon the troubled
 waters, especially in case a few suggestions might obviate the possibility of an
 indiscriminate slaughter ensuing from an outbreak, which would likewise involve the
 destruction of a large amount of British property; perhaps, too, the lives of British
 subjects at the Mission station. When Mr. Saker had informed me of the likelihood of
 a sanguinary outbreak ensuing if the disturbed affairs were not peaceably settled, I
 conceded my willingness to be present, after receiving from him a narration that the
 differences arose from the acts of two conflicting orders of "Egbo," the meaning of which
 I shall endeavour to convey to your Lordship.

It appears that in Cameroons there are two orders of "Egbo," entitled "Mikuka"
 and "Bangolo," to which freemen and slave boys are alike admitted; not, however,
 to the enjoyment of like privileges: for the masters or freemen are the governing heads
 and ever compel the others to do what they please. The slaves have hitherto had orders
 of their own, to which the titles "Mbwe," "Kosso," and "Kalla Pemba" were given.
 Of the minutiae of these nothing is known by the uninitiated, as their formulæ are kept
 as secret as those of Freemasons in England. That they are all used as engines of
 oppression is patent in their every deed. Soon after the death of the late King Acqua,
 his son, the present King of the same name, energetically carried out a despotic principle
 in the "Mikuka" graduation; rendering it incumbent on candidates who were going
 through the routine of initiation, that other people's yards and houses were to be
 plundered of any fowls or goats to be found. This being effected in the night, as the
 alumni were kept all day locked up to maintain a fable of their invisibility, it drove the
 slaves to a reprisal; particularly as that portion of them getting into a good position
 as traders were the people most marked out for these episodes of freebooterism. The
 slaves, therefore, established a new order entitled "Manganga," whose principles they
 brought with them from an interior country called Aboh; and one of the chief provisions
 of this was that it was to be opposed to the Kings and Chiefs in everything, acknowledge
 no allegiance to them, and by every possible means to subjugate them. One illustration
 of the extent to which this idea was carried may suffice to show your Lordship how it
 bears on the interests of British supercargoes. If a slave bought oil at an interior

market for his master, one "big ting" (a form of currency, value from 15s. to 1l.) was demanded, no matter how trifling the amount of oil purchased. If not paid, the slave in the case being a man belonging to the Mangunga, had the power of placing a supposed witchcraft stick called "Dikubu" outside of the door of the master; and from that time the fate of the latter was doomed. It sentenced him to drink sangaree (or test-poison water), no one was allowed to communicate with him, and on the first time of leaving the house, if he escaped the sangaree, his dwelling was razed to the ground or burnt.

On the Kings, Chiefs, and slaves being assembled, I let them discuss their palaver in their country fashion; but after several hours' noisy gabbling, I suggested to King Acqua that as the slaves had justified their establishment of "Manganga" as a protection for their body against the thievery of "Mikuka," it would be better for both sides to enter into a mutual agreement to abolish them. I assured the parties of my opinion, that "this being effected, none of these disturbances were likely to arise. Slave and master would know their respective positions, and their country would come up better by peace than by war."

The slaves being more numerous than the freemen, and many likewise rising themselves into firm positions by becoming traders, seem to be nurturing a spirit to throw off the yoke of serfdom under which they have so long suffered, and which has been only sustained by the grossest brutalities and silliest superstitions. This is especially the case in Bonny, Old Calabar, and Cameroons.

I trust your Lordship will not consider I exceeded my duty in having assisted a reconciliation, however temporary it may be, in this matter.

I have, &c.

(Signed) THOS. J. HUTCHINSON.

Inclosure in No. 19.

Agreement with King Acqua.

Acqua Town, Cameroons, May 19, 1858.

WE, King Acqua, Prince Dido, John Anguah, Jim Quan, and Eyo, King and Chiefs of Acqua Town, make an Agreement this day to abolish our "Makoko" country custom, on condition that the slaves headed by Yellow Acqua, senior, and Yellow Acqua, junior, shall abolish the "Manganga" country custom.

And we, the before-mentioned persons, hereby mutually sign our names as guarantees to the sacred keeping of this Agreement.

KING ACQUA, his ✕ mark.
 PRINCE DIDO, his ✕ mark.
 JOHN ANGUAH, his ✕ mark.
 JIM QUAN, his ✕ mark.
 EYO, his ✕ mark.
 YELLOW ACQUA, his ✕ mark.
 YELLOW ACQUA, Junior, his ✕ mark.

The foregoing Agreement has this day been signed in the presence of us,

Witnesses:

THOS. J. HUTCHINSON.
 ALFRED SAKER, Missionary.
 T. H. JOHNSON.
 F. PINNOCK.
 BONNY ACQUA, his ✕ mark.
 LONG TOM ACQUA, his ✕ mark.

No. 20.

Consul Hutchinson to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Clarence, Fernando Po, March 30, 1858.

I HAVE the honour to acknowledge the receipt of Lord Clarendon's despatch of the 16th of February last, intimating the receipt of my despatch of the 29th December

D 2

last, inclosing a letter addressed to me by the Kings and Chiefs of the Kroo Coast, representing the manner in which they have been deceived by M. Chevalier and induced to supply him with labourers on the several occasions on which he has visited their coasts during the last few years.

Rear-Admiral the Honourable Sir F. W. Grey, K.C.B., who visited this port last week, on board Her Majesty's steam-ship "Vesuvius," having informed me that the whole Kroo coast to the east of Cape Palmas has been lately annexed to the Liberian Republic, I shall transmit the information directed by your Lordship in the before-mentioned despatch through Consul Newnham of Monrovia, with a request to him to forward it to its destination.

I informed the Admiral that it was communicated to me by Lieutenant Sabourin of the French man-of-war "Tourmente," that four French ships were soon about to proceed to Whydah to carry out the contract of Messrs. Régis, and that each ship was to be furnished with a commissioned officer of the French Navy.

Since the Admiral's departure I have received more information on the same subject; and I beg leave to solicit your Lordship's attention to the statements laid before me as described to the Admiral, a copy whereof I have the honour to inclose.

I trust that it is unnecessary for me to explain to your Lordship that, so long as such palpable slave-trading as this goes on under the guise of "voluntary emigration," and that no means can be resorted to for its prevention out here, the efforts of the African squadron to suppress the Slave Trade must prove perfectly inefficacious.

I have, &c.

(Signed) THOS. J. HUTCHINSON.

Inclosure in No. 20.

Consul Hutchinson to Rear-Admiral Sir F. Grey.

(Extract.)

Clarence, Fernando Po, March 29, 1858.

I DEEM it my duty to make you acquainted with some items of intelligence concerning the French "voluntary emigration" system on the Coast of Africa, that have come to my knowledge since your departure from this port.

My informant has assured me that he is willing to substantiate these statements on his sworn testimony. They refer to proceedings at the French occupation of Gaboon and the neutral territory of Loango.

As regards Gaboon, this gentleman has stated, he was told by M. Michon, agent for the French merchant, M. Vidal, of Havre, that a vessel named the "Joseph," was on her way to that quarter, from which she was to proceed to Cayenne with 500 "voluntary emigrants," if they were procurable. The mode of obtaining these people was confessed by M. Michon to be by purchasing their "voluntariness" from their owners. To effect this a cargo of goods was expected in the "Joseph," and with it a commissioned officer of the French Navy.

My informant has further stated that on his visit to Loango, a short time previous to this, he saw on shore at the factory of Messrs. Régis, of Marseilles, 150 men ready for shipment to Cayenne. You may imagine how much of the "voluntary" principle was about these people when the head man, called Mafuka Impoda, informed this gentleman that the following was the price given to him for each of these emigrants:—

					Invoice price.			Net amount in the country.			
					£	s.	d.	£	s.	d.	
1 Gun	..	..	..	..	0	10	0	..	1	0	0
1 Keg of powder	..	..	..	..	0	12	0	..	1	4	0
8 Longs (pieces of Chilloe or Romal)				..	1	4	0	..	2	8	0
8 Shorts (half of ditto)		..	..	..	0	17	0	..	1	14	0
2 Gallons of rum	..	..	..	..	0	5	0	..	0	10	0
1 Matchet, 1 iron bar, and a few small things, amounting say to		..	..	..	0	3	6	..	0	7	0
					3	11	6		7	3	0

The head man gets a dash of about six shillings worth of goods for each negro he procures, and this is one *modus operandi* in the tactics of "voluntary emigration."

I do not presume to make any suggestions in connection with this information, but I think it is expedient you should be acquainted with some of the minutiae of the system. It is my intention to acquaint Her Majesty's Secretary of State for Foreign Affairs, that even up the rivers within my jurisdiction the Kings and Chiefs have become cognizant of the proceedings of the French Government in this matter, and are in daily expectation that the British Government will follow the example of imitating the French.

Experience of the principles of these African Chiefs and Kings leads me to believe that there is scarcely one of them that would not, if opportunity occurred, break all the Treaties made with our Government for the suppression of Slave Trade.

It is only by the growth of commercial habits calculated to banish out of their minds any remembrance of slave exportation that this evil can be finally eradicated; and it is needless for me to inform you, that so long as such a system of "voluntary emigration" as that described in Loango exists, all efforts to stop the nefarious traffic must be utterly unavailing.

No. 21.

Acting Consul Lynslager to the Earl of Malmesbury.—(Received October 12.)

My Lord,

Clarence, Fernando Po, August 31, 1858.

I HAVE the honour to transmit herewith to your Lordship a letter I have received by this mail-steamer from King Eyo Honesty, of Creek Town, Old Calabar, accusing Mr. Henry Matthews, a resident of this island, with attempting to buy a slave and taking five men away (in the schooner "Mary,") belonging to Young Eyo Honesty.

During the conversation I had yesterday with Mr. Matthews on the subject, he candidly acknowledged having, during his stay in Old Calabar, offered to purchase a boy, but with no other motive than to bring him here to act as a domestic servant, and he would in a short time have given him his freedom. This system has frequently been adopted by the residents of this colony, and many of the slaves so liberated have become respectable and honourable members of society.

Mr. Matthews denied the charge of his having taken away Young Eyo Honesty's people with a guilty knowledge. He stated that they got on board his vessel when she was under weigh, and were not discovered till the vessel was well clear of the river.

I have to inform your Lordship that these runaway slaves proceeded to Sierra Leone on the 11th instant in Her Majesty steam-vessel "Conflict."

I have, &c.

(Signed) J. W. B. LYNLAGER.

Inclosure in No. 21.

King Eyo Honesty to Acting Consul Lynslager.

My dear Friend,

Creek Town, Old Calabar, August 25, 1858.

I BEEN want to write you this by last mail-steamer, only I hear that she will not come back to Fernando Po; because when Thos. J. Hutchinson, Esq., come here last he tell me that he going home, and say he left you in his place, and if I have any palant I much write you, so I write you this, which I hope you will settle it in good ways. The palant is this, that on June Mr. Matthew son come here and call at my son house, and sleep there that night, and next day he come and see me, he asks me to sell him a boy, I say nor; and after a litle he go down to Duk Toun, and on July 5th my son lose 5 of his people. I send to make law at Duks Toun to know if they are there, and after a few day fish mens find the canoe down the river; then I find that Mr. Matthew son have taking them away, so I write you this to send them back to me; because if this farshion begun we will lose all our people without any cause; I want you to send them back that other may not do the same, and I will promise you that nothing will do them when you send them back to me; and when you come over I will asks you to make a law that nor Fernando Po boats or ships take away our people without master know it, for it will bring palant with us if they doing this farshion. Please send me this

5 boy back to me, and I will give you my word that nothings will do them, for this is too bad when I not willing to sell boy to Mr. Matthew son then he taks them away so; if you not stop them from doing this farshion, it will bring palant. Other week I hear from my son that Mrs. Matthew boat have come to our rever; I tell my son not to say or do any things to them till we write you about the boys which her son taks away: you can get them from Mrs. Matthew son and sends them to me. I also tell Mr. Cheetham to speak with you about the same matter, for it will bring palant. I have promise England that I will not sell a slaves, and I will not kettle any slaves when any gentleman die, as we use to do; and now if Fernando Po people come here and take our people away with them what much we do for we are only very few free people in our comty, you know it well as myself, so I hope and asks you to send this 5 boys back to me, I says again, as I say befor, that I promise and give you my word that I will not do them any things, for I know the boy will be afraid to come back, thinking that I will do them some things; but tell them that, as I promise you, nothings will do them; do send them to me as soon as you can. I hope you are quite well, and my best compliments.

I am, &c.

(Signed) KING EYO HONESTY.

AFRICA. (*Consular*)—*Liberia.*

No. 22.

Consul Newnham to the Earl of Malmesbury.—(Received June 8.)

My Lord,

Monrovia, May 10, 1858.

I HAVE the honour to transmit to your Lordship copies of a correspondence, and of attested documents respecting the French emigrant-ship "Regina Cœli," of Nantes.

I have, &c.
(Signed) J. G. C. L. NEWNHAM.

Inclosure 1 in No. 22.

Mr. Mackelvie to Consul Newnham.

Sir,

Monrovia, April 17, 1858.

FINDING that the emigrants of the ship "Regina Cœli" are now coming on shore of their own accord, and, at the same time, bringing with them goods, &c., pertaining to the ship, and also that the Krooboys are giving the said emigrants every assistance by bringing the goods on shore; I respectfully request that you will get assistance from the authorities of this place, so that the property stolen may be recovered.

I have, &c.
(Signed) ALEXANDER MACKELVIE.

Inclosure 2 in No. 22.

Consul Newnham to Mr. Warner.

Sir,

Monrovia, April 17, 1858.

I HAVE the honour to transmit you a copy of a despatch, of the 17th of April, from Mr. Alexander Mackelvie, Purser of the royal mail steam-ship "Ethiope."

I have, &c.
(Signed) J. G. C. L. NEWNHAM.

Inclosure 3 in No. 22.

Mr. Warner to Consul Newnham.

Sir,

Department of State, Monrovia, April 17, 1858.

I HAVE the honour to acknowledge the receipt of your note, dated the 17th of April, communicating to me a copy of a despatch of Mr. Alexander Mackelvie, Purser of Royal mail steam-ship "Ethiope."

I have, &c.
(Signed) D. B. WARNER.

Inclosure 4 in No. 22.

Mr. Mackelvie to Consul Newnham.

Sir,

Monrovia, April 23, 1858.

AS the late Captain of the French ship "Regina Coeli" has refused to come to a settlement with me, as to the salvage claimed on said ship by me, as agent for Captain Croft, and as I am extremely anxious to have this case of salvage disposed of without further delay, I respectfully beg, Sir, that you will request the Liberian Government to interpose its authority, and cause an immediate adjustment of the salvor's claim, so that I may be relieved from further responsibility in regard to the safety of the vessel. With the hope that you will give me your assistance to have this affair speedily arranged, I have, &c.

(Signed) ALEXANDER MACKELVIE.

Inclosure 5 in No. 22.

Consul Newnham to Mr. Warner.

Sir,

Monrovia, April 23, 1858.

I HAVE the honour to transmit you a copy of a despatch of this day's date, from Mr. Alexander Mackelvie, Purser of the Royal mail steam-ship "Ethiope."

I have, &c.

(Signed) J. G. C. L. NEWNHAM.

Inclosure 6 in No. 22.

Mr. Warner to Consul Newnham.

Sir,

Department of State, Monrovia, April 24, 1858.

I HAVE the honour to acknowledge the receipt of your despatch dated the 23rd of April, transmitting to this Department a copy of a communication made to you by Mr. Alexander Mackelvie, prize officer in charge of the French emigrant-ship "Regina Coeli," in which communication he requests you to ask the Government to interpose their authority, and cause an immediate adjustment of a salvage difficulty, now pending between him, as agent for Captain Croft, and the late Captain of the French ship "Regina Coeli"

I beg to remark, in reply, that as you are the representative, both of the British and French Governments, and as the difficulty in question has arisen between subjects of the two Governments respectively, and involves in a peculiar manner their interests, it is deemed necessary that you state distinctly, in your despatches addressed to the Department of State, the nature as well as the extent of the interposition that the Government is asked to make in the matter under consideration.

It always affords the Government peculiar pleasure promptly to fulfil its Treaty engagements, and especially those between it and the British and French Governments; but this Department does not consider it as within the competency of the Government to interpose at all in the dispute now pending without a communication in due form from the British or French Consul requesting such interposition.

I beg, however, to inform you that the Judicial Department, if furnished with necessary documents by the disputants, will investigate all the particulars relating to the dispute.

I have, &c.

(Signed) D. B. WARNER.

Inclosure 7 in No. 22.

Consul Newnham to Mr. Mackelvie.

Sir,

Monrovia, April 24, 1858.

I HAVE the honour to transmit you a copy of two despatches of the 17th and 24th of April from the Secretary of State of this Republic, in reply to two despatches, of the 17th and 23rd of April, transmitting copies of your two communications of the same date.

I have, &c.

(Signed) J. G. C. L. NEWNHAM.

Inclosure 8 in No. 22.

Mr. Mackelvie to Consul Newnham.

Sir,

Monrovia, April 27, 1858.

AS I think the Liberian authorities are unacquainted with the particulars respecting the recapture of the French emigrant-ship "Regina Cœli," I respectfully request you to furnish them with a detailed statement.

I have, &c.

(Signed) A. MACKELVIE.

Inclosure 9 in No. 22.

Consul Newnham to Mr. Warner.

Sir,

Monrovia, April 27, 1858.

I HAVE the honour to inform you that I have received a despatch, of the 27th of April, from Mr. Alexander Mackelvie, Purser of the Royal mail steam-ship "Ethiope," wherein he requests me to furnish you a detailed statement respecting the recapture of the French emigrant-ship "Regina Cœli." On Sunday morning, the 11th of this present month, I learnt that the said ship was in the hands of the emigrants on board, and that several of the crew had been murdered. Whereon I addressed you as French Consul, and received your reply, of the 12th of April, wherein you stated that you had instructed the Secretary of the Treasury to take certain steps in the matter.

On the arrival, the 14th instant, of the Royal mail steam-ship "Ethiope" at this port, I communicated from the French Consulate to the Commander of the said "Ethiope" the above facts, and requested him to recapture the "Regina Cœli" if it laid in his power. After the receipt of my despatch the Commander of the "Ethiope" determined to proceed in search of the said emigrant-ship, and left Monrovia the same night.

During the ensuing evening the "Ethiope" returned, and towed the "Regina Cœli" into this port, having recaptured her in the neighbourhood of the Gallinas.

As Mr. Mackelvie is under the impression that you are unacquainted with all the circumstances of the case, he has required me to relate them, and to add that he has, in my presence as English Consul, applied to Captain Simon, late in command of the "Regina Cœli," for a settlement respecting salvage, which he, Captain Simon, positively refused.

In consequence of the said refusal Mr. Mackelvie asks me to seek the aid of the Liberian Government in order to adjudicate the affair.

I have, &c.

(Signed) J. G. C. L. NEWNHAM.

Inclosure 10 in No. 22.

Mr. Warner to Consul Newnham.

Sir,

Department of State, Monrovia, April 28, 1858.

I HAVE the honour to acknowledge the receipt of your despatch of the 27th of April, recapitulating the circumstances attending the recapture of the French emigrant-ship "Regina Cœli," in the vicinity of Gallinas, by the Royal mail steam-ship "Ethiope," by request of J. G. C. L. Newnham, Esq., French Consul at this port; said despatch concluding with a request to this Department, that, as Captain Simon, lately commanding said vessel, had refused to come to a settlement respecting salvage, this Government will aid Mr. Alexander Mackelvie to adjudicate the affair.

In reply, I beg to state that this Government, prompted by a feeling of amity, have communicated to Captain Simon the request made to this Department, and tendered its aid to adjudicate by arbitration the claim of Mr. Mackelvie for salvage.

I have, &c.

(Signed) D. B. WARNER.

Inclosure 11 in No. 22.

Consul Newnham to Mr. Mackelvie.

Sir,

Monrovia, April 28, 1858.

I HAVE the honour to transmit you a copy of a despatch of the 28th of April, from the Secretary of State of this Republic, in reply to my despatch of the 27th of April, furnishing a detailed statement respecting the recapture of the French emigrant-ship "Regina Cœli."

I have, &c.

(Signed) J. G. C. L. NEWNHAM.

Inclosure 12 in No. 22.

Mr. Lewis to Consul Newnham.

Sir,

Monrovia, May 3, 1858.

I HAVE the honour to transmit you, for the information of A. Mackelvie, Esq., Purser of Royal mail-steamer "Ethiope," a copy of a despatch of the 28th of April from Captain Simon, in reply to one addressed to him by this Department, of the same date, tendering to him the kind offices of this Government, should he desire to have an arbitration of the claim made by Mr. Mackelvie for salvage against the French ship "Regina Cœli." I have the honour further to inform you that the judicial tribunals of Liberia are open to Mr. Mackelvie, and any claims he may bring before them, in the usual course, will have a speedy adjudication.

I have, &c.

(Signed) J. N. LEWIS.

Inclosure 13 in No. 22.

Captain Simon to Mr. Warner.

Sir,

Monrovia, April 28, 1858.

IN reply to your very kind letter of the 28th instant, in which the British officer in charge of my vessel and her cargo proposed, through your mediation, an adjustment, I beg to say that officer, vested, I suppose, with proper authority by the company to which he belongs, has been informed by the French and British Consul of the protest deposited in his hands on the 16th instant, a protest which the Consul should have communicated to you, or deposited in your Department. Therefore, no adjustment whatever can be made before the solution of the said protest.

I beg that your Government will suffer no procedure to be entered upon in the matter before the arrival of the French Admiral, Commander of the Land and Naval Forces of the West Coast of Africa.

I have, &c.
(Signed) SIMON.

Inclosure 14 in No. 22.

Consul Newnham to Mr. Mackelvie.

Sir,

Monrovia, May 3, 1858.

I HAVE the honour to transmit you a copy of a despatch of the 3rd of May, from the Secretary of State of this Republic, and its inclosure of the 28th of April, from Captain Simon, late in command of the French emigrant-ship "Regina Cœli."

I have, &c.
(Signed) J. G. C. L. NEWNHAM.

Inclosure 15 in No. 22.

Mr. Moore to Consul Newnham.

Sir,

Judicial Department.

I HAVE the honour to inform you that the French emigrant-ship "Regina Cœli," now held in possession of a British subject, namely, Alexander Mackelvie, for salvage, is in possession of the Government for adjudication; legal process having been issued to that effect by the Admiralty Court, on application.

I have, &c.
(Signed) J. M. MOORE, Judge.

Inclosure 16 in No. 22.

Consul Newnham to Mr. Mackelvie.

Sir,

Monrovia, May 10, 1858.

I REQUEST to learn the party you intend to appoint as arbitrator in a matter now pending *in re* "Regina Cœli."

I have, &c.
(Signed) J. G. C. L. NEWNHAM.

Inclosure 17 in No. 22.

Mr. Moore to Consul Newnham.

Sir,

Judicial Department.

THE Court of Admiralty will be ready on Wednesday the 12th instant, at 10 o'clock A.M., to adjudicate the case of salvage brought by Alexander Mackelvie, an English subject, against Captain Simon, a French subject. You will please notify the parties as English and French Consul, to appoint one Arbitrator each; the two having power to a third to meet the Court on the above appointed day and hour.

I have, &c.
(Signed) J. M. MOORE.

Inclosure 18 in No. 22.

Mr. Mackelvie to Consul Newnham.

Sir,

Monrovia, May 11, 1858.

IN answer to your letter of yesterday's date, I have the honour to inform you that I have appointed J. J. Roberts, Esq., to act as arbitrator for me.

I have, &c.

(Signed) A. MACKELVIE.

Inclosure 19 in No. 22.

Mr. Croft to Consul Newnham.

Sir,

"Ethiope," Monrovia, April 15, 1858.

I HAVE the honour to inform you that according to your request dated April 14th I proceeded April 14th at 11 P.M. in search of the French ship "Regina Cœli," several of the crew of which ship had been barbarously murdered by the emigrants on board, who had afterwards taken possession of the aforesaid ship. At 6.30 A.M. April 15th, arrived at Cape Mount, went on shore and ascertained from the settlers that the ship "Regina Cœli" had been seen April 14th, at 6 P.M., off Gallinas; 8 A.M. sighted the "Regina Cœli" off Gallinas, drifting about, quite unmanageable, close to the shore; 9 A.M. steamed close alongside the "Regina Cœli," at the same time discovered the master of the aforesaid ship in a small boat without gun-shot of the pirates. The Captain of the "Regina Cœli" informed me in the presence of several passengers, that he had been watching the aforesaid ship several days, but that the pirates always fired at him when within gun-shot, and showed warlike demonstrations to any person or persons attempting to go on board. 9.15 A.M. held a parley with the pirates, who finally delivered the aforesaid ship "Regina Cœli" over to my charge, upon which I sent my second officer and several of the crew of the screw steamer "Ethiope" to take charge of the "Regina Cœli" as a prize of the aforesaid steamer "Ethiope." 9.30 A.M. steamed ahead with the "Regina Cœli" in tow for Monrovia. 9.45 A.M. when catting the anchor on board-starboard the prize, the chain of the starboard anchor ran out, which brought the ship up suddenly, carrying away towing hawser: sent chief officer and several seamen on board to weigh the "Regina Cœli's" anchor; 10.45 A.M. steamed ahead. 7.30 P.M. April 15th, arrived at Monrovia all safe with the "Regina Cœli," and anchored her off Cape Messurado with officer in charge.

April 16th appointed Mr. Mackelvie my agent, and handed the ship "Regina Cœli" over to him.

I have, &c.

(Signed) A. J. M. CROFT,
Master of the Steam-ship "Ethiope."

Signed before me, in my office at Monrovia, this 16th day of April, 1858.

(Signed) J. G. C. L. NEWNHAM.

Inclosure 20 in No. 22.

Certificate.

Monrovia, April 15, 1858.

WE, the Undersigned, passengers on board the Royal African Mail steam-ship "Ethiope," whereof A. J. M. Croft is Captain, do hereby certify:

That, on the 4th instant, the French Consul of Monrovia gave to Captain Croft a requisition to retake a French ship called the "Regina Cœli," of Nantes, whereof Captain Simon was Master, but which ship was then in possession of natives, originally shipped as emigrants for the French Colonies, who had murdered the crew on board, and which ship was then either afloat or ashore in the neighbourhood of Cape Mount.

That the aforesaid French ship "Regina Cœli" was descried this morning steering

for the land, and after a long chase was duly taken possession of by Captain Croft, about half a mile from the beach.

That the Captain of the said ship came on board the "Ethiope" in an open boat, and narrated the facts of eleven of his crew having been murdered, and himself and boat's crew fired upon in every instance he had attempted to retake her.

And that we are of opinion that the taking of the said ship was a matter of serious risk, owing to the excited state of the natives on board, who exhibited the fetters and manacles they had been brought on board the ship in, prior to the outbreak.

We have, &c.

(Signed)

DAVID CHINERY.

A. C. HUTTON.

F. F. VALENTIN.

JOHN H. GLOVER, *Lieutenant, R.N.*

WM. TIMSON.

JOHN CHILLINGWORTH.

Signed before me, in my office at Monrovia, this 16th day of April, 1858.

(Signed)

J. G. C. L. NEWNHAM.

Inclosure 21 in No. 22.

Mr. Croft to Mr. Mackelvic.

Sir,

"*Ethiope*," April 16, 1858.

I HEREBY authorize you to take charge of the French emigrant-ship "*Regina Cœli*," of Nantes, until there be had a final settlement respecting salvage; upon payment of which I further authorize you to give a discharge.

I have, &c.

(Signed)

A. J. M. CROFT.

Signed before me, in my office at Monrovia, this 16th day of April, 1858.

(Signed)

J. G. C. L. NEWNHAM.

AFRICA. (*Consular*)—*Sherbro River.*

No. 23.

Consul General Hill to the Earl of Malmesbury.—(Received July 14)

My Lord,

Government House, Sierra Leone, June 16, 1858.

I HAVE the honour to inform your Lordship that Mr. Macartney, the Manager of the Western Districts of this Colony, has reported to me as follows:—

“I think it well to inform you, for the information of the Governor, that the Spaniards are reported to me as making large purchases of slaves in the Gallinas, where they have built two large houses, in which they are stowing them, and have two vessels waiting to take them away when a sufficient number are collected.

“My informant, though a Banana man, may almost be considered a native of Gallinas river, having been reared there, visiting this part only occasionally; my boatmen, who know him well, seem to think that he speaks the truth.”

I am inclined to believe that the information thus conveyed to Mr. Macartney is correct, and I have therefore furnished the Admiral and the Senior Officer of this Division of the Squadron with copies of the above extract; in addition to which I have considered it my duty to make the Consul-General for Spain residing here acquainted with the circumstance.

I have, &c.
(Signed) STEPHEN J. HILL.

No. 24.

Consul-General Hill to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Government House, Sierra Leone, July 15, 1858.

WITH reference to my despatch of the 16th ultimo, I have the honour to inform your Lordship that Commander FitzRoy, of Her Majesty's brig “Childers,” having visited the Gallinas, reports that after a diligent search he could not discover any vessel within that river; but the messengers of Prince Mannah, mistaking the “Childers” for an American brig, told him 750 slaves were ready for shipment, which they were obliged to keep at some distance in the interior, fearing the scrutiny of the vessels of war.

This officer also states that the horrors attendant on slave-hunting are in full force at the Gallinas. Prince Mannah and Prince Saltfish having barricaded their towns and made war on those in their neighbourhood, villages are deserted, and, in many cases, the natives, in their haste to escape the miseries of slavery, have abandoned their property, cattle, &c.

I regret to think that the revival of this infamous traffic and its consequent amount of human misery may be with justice attributed to the French Emigration scheme, and the trade carried on by American-built vessels, polluting the flag of the United States.

I have, &c.
(Signed) STEPHEN J. HILL.

BRAZIL.

No. 25.

Mr. Scarlett to the Earl of Clarendon.---(Received April 18.)

My Lord,

Rio de Janeiro, February 17, 1858.

WITH reference to my despatch dated the 3rd instant,* transmitting a correspondence with the Brazilian Minister for Foreign Affairs, about the probable attempt to effect a landing of slaves from the coast of Africa during the month of March in the neighbourhood of Santos to the south of Rio de Janeiro, and in allusion to the complicity of Rivarozza y Urguelles, and of the Portuguese Antonio Luiz, in that business, I have, since writing the above-mentioned despatch, received another note from Viscount Maranguape on the same subject, with an inclosure from the Minister of Justice, informing me that, in consequence of the information received from Her Majesty's Legation, orders had been sent to arrest both the individuals just named, who are said to be engaged in the transaction to which I referred.

I herewith inclose copies of these documents for your Lordship's information.

I have, &c.

(Signed) P. CAMPBELL SCARLETT.

Inclosure 1. in No. 25.

Viscount Maranguape to Mr. Scarlett.

(Translation.)

Rio de Janeiro, February 15, 1858.

WITH reference to my communication of the 28th ultimo, I have the honour to bring to the knowledge of Mr. Peter Campbell Scarlett, &c., the inclosed copy of a report addressed to me on the 12th instant by the Minister of Justice.

From the same, Mr. Scarlett will see that prompt and proper measures have been taken by the Imperial Government, in order to frustrate the attempt to effect the disembarkation of Africans, announced in Mr. Scarlett's note of the 26th of said month.

I have, &c.

(Signed) VISCONDE DE MARANGUAPE.

Inclosure 2 in No. 25.

The Minister of Justice to Viscount Maranguape.

(Translation.)

Rio de Janeiro, February 12, 1858.

IN consequence of the note of your Excellency of the 28th ultimo, in which you communicated to me the news given by Her Britannic Majesty's Legation at this Court, respecting Don Francisco Rivarozza y Urguelles, who, the said Legation says, came from Monte Video to Cananea, in the province of San Paulo, where he meditated effecting a disembarkation of Africans, which is to take place in all the month of February,

* Class B, presented 1858, No. 110.

I at once requested the Minister of Marine to put into activity the vigilance of the cruizers. I ordered the Chief of Police to ascertain what truth there may be in this report, and instructed the President of San Paulo to cause the apprehension of Rivaroza, and of all other persons who may be associated with him towards the committing of this crime; and called the attention of the Presidents of the Maritime Provinces to it, in order that they may be on their guard against any attempts to land Africans.

The President of San Paulo answered me, that on the 4th instant, besides the orders which he immediately sent to Santos and Iguape, he caused a captain in the army to march with sufficient force and pecuniary means to effect the capture of Rivaroza and the Portuguese, Antonio Luiz, to prevent the landing, and in case of its having taken place, to capture the Africans, the vessel, and her crew.

I have, &c.

(Signed) FRANCISCO DIEGO PEREIRA DE VASCONCELLOS.

No. 26.

Mr. Scarlett to the Earl of Clarendon.—(Received May 12.)

My Lord,

Rio de Janeiro, March 26, 1858.

I HAVE recently obtained from the River Plate information on the subject of certain Slave Trade operations which have their origin in that quarter.

Less than a month ago two slave-trading Captains were awaiting orders at Monte Video to fit out vessels for Africa.

One of them is the notorious Vicente Madalena.

I have also obtained copies of two letters written by Guilherme Corrêa and a certain Salvador de Castro respecting the receipt of negroes in Cuba, which prove that Joaquim da Fonseca Guimarães & Co. of this city, and Dr. Francisco Rivaroza, both notorious slave-traders, were concerned in the speculation of the schooner "*Cobra*," which landed her cargo at Trinidad de Cuba, as is shown in the account of the sale of a part of the said cargo belonging to Madalena.

I have the honour to inclose herewith the copies of the letters to which I have alluded.

It has also been reported to me here, and to Vice-Admiral Wallis at Monte Video, that a pilot boat of 180 tons, named "*União*," left Punta della Colonia on the 3rd of March, to carry slaves from Africa to Cuba.

A Spanish Captain, named José Arrautto, was fitting out a Spanish barque for the Traffic from the River Plate, but my informant has not been able to learn her name.

I have reason to think that the River Plate is now in much favour with the slave-traders, on account of the facility it offers for laying in provisions and water, and the security they enjoy up the different rivers.

The person named Madalena, to whom I have referred, is furnished with a pilot's warrant to navigate between Monte Video and Buenos Ayres.

I duly informed Admiral Wallis of the expected Slave Trade operation under the auspices of Rivaroza, mentioned in my despatch of the 3rd February, and that a schooner under the American flag was expected on the coast of Brazil, in the neighbourhood of Santos, during this month; and in consequence he has sent a brig of war to look out for her.

It has been reported to me that a certain person named Suzini, the Agent of the Royal Mail Steam-Packet Company at Monte Video, is connected with these speculations.

The present unprotected state of the Brazilian coast, combined with the operation which are undoubtedly being projected in the River Plate, render it very desirable that some additional small steamers of war should be added just now to the squadron on this station, which is by no means sufficiently numerous for the duties it ought to perform.

I have, &c.

(Signed) P. CAMPBELL SCARLETT.

Inclosure 1 in No. 26.

Senhor de Castro to Don Francisco Raviroza.

(Translation.)

Trinidad de Cuba, December 29, 1852.

WITHOUT any of your favours to reply to, the present serves to tell you, that I avail myself of the occasion of the departure of Don Vicente Madalena, who came here commanding the pilot-boat "*Cobra*," and he can inform you, in reply to the recommendation contained in your last of the 15th October, in the name of Messrs. Fonseca Guimarães and Co., that the said vessel brought none of the individuals who you in your said letter told me were to come on board of her, nor did she bring any cargo for you, for which reason I could not do anything for those gentlemen in compliance with your recommendation.

The pilot-boat "*Providencia*" lately arrived on the northern coast, having thirty packages shipped to my consignment by M. Antonio José de Costa Lima, as advised by him, and Dr. Rodrigo José de Abreu told me that the said packages might be belonging to Lima Vianna, but as they do not come addressed to me by him, I cannot but withhold the net proceeds of them, under the pretext of not being able to discount the documents received for their value, which those gentlemen may clear up through the means of Mr. Flores in Ambriz; if those packages are in effect the property of Mr. L. Vianna, and in that case an order be sent from him for me to deliver the amount for his account, I shall comply with it, for, as you must know, if I were to act otherwise I should commit myself.

You may well conceive how much I wish to please you and to comply with your recommendation, but upon this subject from the manner in which it has been directed, I should be committing myself if I were to act otherwise.

The bearer of this will inform you of the state of affairs here, and of the favourable result of what he brought.

I am impatient to know something about the "*Canario*," for until the present there is no news here of her.

I have, &c.

(Signed) SALVADOR DE CASTRO.

N.B.—The account of sale is merely that of four negroes belonging to Captain Madalena and forming a part of the cargo of the "*Cobra*."

Inclosure 2 in No. 26.

Senhor Correa to Captain Madalena.

(Translation.)

Rio Zaire, Congo, August 26, 1852.

YOU are going to sea on board the schooner "*Cobra*," which conveys 325 passengers, of whom I hope you will take the greatest care in order that there may be small mortality, for you well know that the less loss there is the better.

You are to proceed to the Havana, to the point which Don Salvador de Castro may designate, and there deliver the cargo to him or to the person who may present to you a letter signed by him, and after disembarking the people you will cause the vessel to be sunk, as I think she will be good for nothing. Confiding in your accustomed zeal, I wish you a prosperous voyage.

I have, &c.

(Signed) GUILHERME JOSE DA CORREA.

No. 27.

Mr. Scarlett to the Earl of Clarendon.—(Received May 12.)

My Lord,

Rio de Janeiro, April 1, 1858.

ON the receipt of a despatch from your Lordship, which I have already acknowledged, dated December 8, 1857,* accompanying the copy of a communication

* Class B, presented 1858, No. 100.

from Mr. Consul Cowper at Pernambuco, exposing the abuses which have so often been, for some time, practised at the northern ports of Brazil by an extensive exportation of negroes to other ports, and to their removal by sale to parts of the Empire at a distance from the districts in which they were born and brought up; I immediately addressed to Viscount Maranguape a note on this subject, a copy of which I have the honour to inclose, founded upon your Lordship's instruction to me on that head, and on Mr. Cowper's statement.

I have only lately received the Minister's reply to this representation, of which I now inclose a copy, and in which I am assured that the attention of the Government has already been directed to the circumstances I had brought before him, and that endeavours will be used to prevent the revival of the Slave Trade under the system complained of.

Your Lordship will observe in the note of Viscount Maranguape that his Excellency alludes to the desire evinced by the Legislature of Maranhão to check the exportation of negroes from that province by a law which imposes a tax of 200\$000 (22*l.* 10*s.*) for each slave sent from that to any other province.

I have, &c.
(Signed) P. CAMPBELL SCARLETT.

Inclosure 1 in No. 27.

Mr. Scarlett to Viscount Maranguape.

Rio de Janeiro, January 8, 1858.

THE Undersigned, &c., has been instructed by his Government to appeal, strongly, to the justice and humanity of the Imperial Government on the subject of the coasting trade in Brazilian slaves, which has for some time been a disgrace to this country.

And, in order to show that this iniquitous trade exists, and continues, the Undersigned regrets to add, with the permission of the Brazilian authorities, the Undersigned has the honour to inclose an extract from the Pernambuco "*Jornal do Commercio*" of the 22nd of September last, depicting some of the horrors connected with this traffic.

The state of the steamer "*Imperatriz*," upon her arrival at Pernambuco from Maranhão, referred to by this publication, is not a solitary instance, but one of weekly occurrence.

The Undersigned is unable to comprehend the reported policy of that province in encouraging the free export of the slaves, and strictly prohibiting their import, one effect of which is unquestionably to make Maranhão, according to the "*Jornal*," the Coast of Africa of Brazil.

The Undersigned is convinced that the Province of Maranhão, on account of its latitude and burning climate, is the least likely to obtain hereafter the aid of the white free labourers, instead of black slaves, and the consequent removal of the black creole population will only render it the more impossible to fill up the vacancy thus created, by any other means than that of resorting to the still more iniquitous and illegal Traffic in Slaves from the Continent of Africa, which, in spite of the Government, the fazendeiros will be ultimately tempted to renew.

The Undersigned trusts that the Imperial Government will, on reflection, take the same view of this question as that taken by the Government of the Queen, and that it will not hesitate, when the Legislature meets, to propose a law prohibiting the export or removal of slaves from the provinces in which they were born, and as a primary step, to interdict, at once, vessels subsidized by the Government, carrying its mails, troops, &c., and commanded by officers of the Imperial Marine, like the "*Imperatriz*" and others, from carrying these unfortunate people to other provinces for the purpose of being sold at a distance from their natural homes.

The Undersigned, &c.

(Signed) P. CAMPBELL SCARLETT.

Inclosure 2 in No. 27.

Viscount Maranguape to Mr. Scarlett.

(Translation.)

Rio de Janeiro, February 4, 1858.

I ACKNOWLEDGE the receipt of the note which, on the 8th of January now last past, was addressed to me by Mr. P. Campbell Scarlett, &c., and wherein he points out the danger of a renewal of Slave Trade in the Empire, from the continuance of the practice until the present followed, of slaves being sent from one province to another for sale, and quotes that of Maranhão as the province which most contributes towards that danger.

Mr. Scarlett is aware of the solicitude with which the Imperial Government has endeavoured to render effective the repression of the Slave Trade from the Coast of Africa to Brazil.

The said Government will not, therefore, fail to adopt adequate measures for that purpose, if, from the transport of slaves from one province to another, the danger should accrue, which is feared by Mr. Scarlett, of encouragement being afforded to that trade upon any part of the Empire.

This subject, which especially and exclusively interests the Empire, has already been taken into due consideration by the powers of the State, and is an object which claims the greatest solicitude of the Imperial Government, not from any apprehension of the revival of the Slave Trade, but from other inconveniences which may arise from the practice alluded to, if carried on to any great extent.

The Legislative Assembly of Maranhão has already manifested itself in a positive manner against the exportation of slaves from the province, by a law which imposes a tax of 200\$000 (22l. 10s.) for each slave sent from that to any other province of the Empire.

I refer to this circumstance in order to show Mr. Scarlett that the same solicitude is felt by the Governments of the provinces of the Empire, which are those that are best aware of their own interests.

I have, &c.

(Signed)

VISCONDE DE MARANGUAPE.

No. 28.

The Earl of Malmesbury to Mr. Scarlett.

Sir,

Foreign Office, May 29, 1858.

I INCLOSE, for your information, the accompanying copy of a despatch from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda,* reporting the arrival at that place of Dr. Saturnino de Souza e Oliveira, who has been appointed to succeed Senhor Gama in the post of Brazilian Consul-General for the Province of Angola; and I have to instruct you to convey to the Brazilian Minister for Foreign Affairs the acknowledgments of Her Majesty's Government for the instructions with which it would appear that Dr. Oliveira is furnished, directing him to communicate freely with Her Majesty's authorities on all matters relating to the suppression of the Slave Trade.

I am, &c.

(Signed)

MALMESBURY.

No. 29.

Mr. Scarlett to the Earl of Malmesbury.—(Received June 14.)

(Extract.)

Rio de Janeiro, April 22, 1858.

WITH reference to my despatch of September 5, 1857, respecting the manumission of the woman Caroline and her children, said to be unlawfully declared as slaves by Senhor José Garcia da Silva, in the province of the Amazons, I herewith have the honour to inclose an extract of a letter I have received from Mr. Consul Vredenberg at Pará, informing me that those persons have all been liberated.

Inclosure in No. 29.

Consul Vredenberg to Mr. Scarlett.

(Extract.)

Pará, March 8, 1858.

I HAVE the honour to refer your Excellency to Mr. Vines' despatch of May 9, 1857, relative to a woman named Caroline, who, with her children, had been illegally reduced to slavery by Senhor da Silva at Camela.

I yesterday had an interview with the person from whom Mr. Vines received the information which he communicated to your Excellency, and he informed me that Caroline and her children are now free, and the documents assuring their freedom properly registered.

No. 30.

Mr. Scarlett to the Earl of Malmesbury.—(Received June 14.)

My Lord,

Rio de Janeiro, May 3, 1858.

A QUESTION has been raised by the house of Mackay, Miller, and Co. at Rio de Janeiro, agents for a British Mining Association in this country, called the Imperial Brazilian Mining Company, as to the legality of transferring in servitude to another Company, by a contract previously made in London, the children of the slaves who have been born subsequent to the Act of Parliament, 6 and 7 Vict., cap. 98, by which Act only those negroes were to be considered as slaves by British subjects who had acquired them before the Act passed the Legislature in England.

In consequence a correspondence has taken place between Her Majesty's Consul at this port and myself, copies of which I have the honour to inclose.

It is my opinion, as well as Mr. Westwood's, that a more definite and positive interpretation should be given to the provisions of the Act in question, not only in order, in this instance, to enable Messrs. Miller and Co. to make a legal disposition of the negroes belonging to the Company, but to remove doubts in which similar transactions will inevitably be involved at a future date, unless the Act is rendered more intelligible.

By Lord Clarendon's despatch of the 4th of September, it is evident that his Lordship considers the children of slaves, born subsequently to the passing of that Act, as entitled to their freedom at the hands of British subjects; but it is exceedingly desirable that the question should, if possible, be set at rest by a reference to the Law Officers of the Crown in Great Britain.

I have, &c.

(Signed) P. CAMPBELL SCARLETT.

P.S.—I had the honour of forwarding to the Earl of Clarendon copies of the correspondence alluded to in Mr. Westwood's despatch in my despatch to his Lordship of 14th December, 1857.*

P. C. S.

Inclosure 1 in No. 30.

Consul Westwood to Mr. Scarlett.

Sir,

Rio de Janeiro, April 30, 1858.

IN my despatch dated the 14th December last, I reported to your Excellency certain proceedings that had come to my knowledge, connected with the disposal of the slaves belonging to the Imperial Brazilian Mining Association; and I have now the honour to acquaint you with what further information has reached me on the subject.

It appears that after the arrival of Mr. Hitchens in London, the Directors of the Imperial Brazilian Mining Association became desirous of annulling the sale made to Senhor Santos, and of carrying into effect the provisional contract made by Mr. Hitchens with the Brazilian Company "União e Industria," by the conditions of which, as your

* Class B, presented 1858, No. 106.

Excellency is already aware, the services of the slaves belonging to the Association were proposed to be ceded for a term of twenty years, at the expiration of which period those who might be still living were to have their freedom; and the agents of the Association in this city received instructions to sign the necessary legal documents to confirm the contract in question.

In the course of their proceedings, the agents here, Messrs. Mackay, Miller, and Co. sought my official advice in the matter; and after different conversations which have taken place between us, they appear reluctant to complete the necessary legal transfers, and I think it probable that the case may again be referred to London.

In the mean time, Messrs. Miller and Co. have requested me to give them, in writing, the substance of the opinion which I have verbally expressed, respecting the legality of the sale or transfer of the slaves belonging to the Association, and I have, under to-day's date, written a letter which I purpose sending them; but before doing so, I am anxious to have your Excellency's opinion on the matter, and I have, therefore, the honour to inclose for your consideration a copy of the letter in question.

I have, &c.

(Signed) JNO. J. C. WESTWOOD.

Inclosure 2 in No. 30.

Consul Westwood to Messrs. Mackay, Miller, and Co.

Gentlemen,

Rio de Janeiro, April 30, 1858.

I HAVE to acknowledge the receipt of your letter dated the 27th instant, having reference to our verbal communications on the subject of the proposed transfer or leasing of the services of the slaves belonging to the Imperial Brazilian Mining Association, and requesting to be informed whether the children of the slaves born since the promulgation of the Act 6 & 7 Vict., cap. 98, are considered as slaves, or can be hired with their parents.

By the Act in question, British subjects are not prohibited from selling slaves which were lawfully in their possession before the date of that Statute, namely, 1st of November, 1843; consequently, it will be no violation of law to sell or transfer the slaves which were legally in the possession of the Imperial Brazilian Mining Association prior to the passing of the Act.

But I am of opinion that it would be illegal, and a violation of the law to sell, or transfer, the children of such slaves who have been born since the 1st of November, 1843.

These children, not having been in existence at the date of the Act 6 and 7 Vict., cap. 98, nor since acquired *bonâ fide* by inheritance, devise, bequest, or marriage, as set forth in Section 6 of the said Act, cannot, according to my impression, be dealt with as slaves by British subjects, without a violation of the law.

With regard to the manner of disposing of such children I have to observe, that although it appears to me rational, and in accordance with common humanity, that they should not be separated from their parents, and that it might even be considered advisable that their services should also be hired with their parents, as proposed in the contract between the Imperial Brazilian Mining Association and the Company "União e Industria," under the conditions of which, all that may be living at the termination of the period specified are to be free, still I cannot see how the expediency of such a measure, and its legality, can be reconciled.

I have, &c.

(Signed) JNO. J. C. WESTWOOD

Inclosure 3 in No. 30.

Mr. Scarlett to Consul Westwood.

Sir,

Theresopolis, May 2, 1858.

I HAVE received your despatch, inclosing the copy of a reply you have made to the question raised by Messrs. Mackay, Miller, and Co., with reference to the disposal of the negroes belonging to the Imperial Brazilian Mining Association.

The opinion you have given to Messrs. Mackay and Co. in that reply is in accordance with my own, which I have already expressed to you verbally on the subject.

The Act 6 and 7 Vict., cap. 98, appears clearly to indicate that unless slaves have been acquired by British subjects by inheritance, devise, bequest, or marriage, since the passing of the Act of Parliament in question in the year 1843, they cannot legally be held in slavery.

There does not appear to be in that Act an explicit declaration whether or not, when slaves have been legally acquired, their children born subsequently to the Act are also slaves; but from a despatch I have received recently from the Earl of Clarendon, with the contents of which you are acquainted, his Lordship expresses his own belief that the Act in question could not have meant to treat as slaves the children of slaves born after that Act was made law, although their parents continued to be slaves, having been legally acquired as such previous to the existence of that Act of Parliament.

It may be as well, also, that Messrs. Mackay and Co. should be reminded that by a bye-law passed by the Company for which they are acting, in the year 1826 or 1827, all negroes in the service of that Company born after the enactment of that bye-law were to obtain their liberty at the age of 21.

I have, &c.

(Signed) P. CAMPBELL SCARLETT.

No. 31.

The Earl of Malmesbury to Mr. Stuart.

Sir,

Foreign Office, August 31, 1858.

I HAVE to acquaint you that I referred for the consideration of the proper Law Officers of the Crown, Mr. Scarlett's despatch of the 3rd of May last, together with its inclosures, upon a question which has been raised by the house of Mackay, Miller, and Co., of Rio de Janeiro, the agents of a British Mining Association, called the "Imperial Brazilian Mining Company," as to the legality of transferring in servitude to another Company the children of slaves belonging to the British Company, who have been born subsequently to the Act 6 and 7 Vict., cap. 98; and, in conformity with the opinion of Her Majesty's Law Officers upon this question, I have now to state to you, that it is unlawful, and against the statute, for British subjects to sell, or assign over, the services of slaves born since the passing of the Act 6 and 7 Vict., cap. 98, and that British subjects doing so render themselves liable to a charge of felony under that statute.

I have further to acquaint you, that I concur in the observations on this subject which are contained in the letter addressed by Mr. Consul Westwood to Messrs. Mackay and Co., and of which a copy is inclosed in Mr. Scarlett's despatch above referred to.

It will be advisable, therefore, that you should inform any British subjects who may be engaged in these transactions, that although they may, while resident in Brazil, be out of the reach of British law, they will be subject to be brought to trial under the statute at any time when they may be found either on British ground or in a British vessel; and that any person in this country who authorises their acts will be liable to be indicted as an accessory before the fact.

I am, &c.

(Signed) MALMESBURY.

No. 32.

Mr. Stuart to the Earl of Malmesbury.—(Received October 3.)

My Lord,

Rio de Janeiro, August 28, 1858.

I DO myself the honour to transmit to your Lordship herewith, translations of a note, and its inclosures, which I have received from the Brazilian Minister for Foreign Affairs, showing, that since the month of January last sixteen more of the freed Africans, who were missing from amongst those landed from the pilot-boat at Serinhaem in October 1855, have been recovered, and that, with the exception of one who is stated to have died of paralysis, they are now employed at the Marine Arsenal in Pernambuco.

I likewise inclose a copy of a note which I have addressed to Viscount Maranguape thanking him for the satisfactory information contained in the said documents.

I have, &c.
(Signed) W. STUART.

Inclosure 1 in No. 32.

Viscount de Maranguape to Mr. Stuart.

(Translation.)

Sir,

Rio de Janeiro, August 18, 1858.

I HAVE the honour to transmit herewith to Mr. W. Stuart, Her Majesty's Chargé d'Affaires at this Court, in order that he may deign to bring it to the knowledge of his Government, the official despatch which the President of Pernambuco addressed to me on the 3rd instant; as likewise a list of the freed Africans, who, forming part of those who were missing from the pilot-boat which, in October 1855, put into Serinhaem, and have been seized from the months of January to July now last past, are at present employed in the Naval Arsenal of that province.

According to the communication received from the said President, only two, or even one, of the said Africans remained unseized, taking into account those who may probably have perished.

I avail, &c.
(Signed) VISCONDE DE MARANGUAPE.

Inclosure 2 in No. 32.

The President of the Province of Pernambuco to Viscount de Maranguape.

(Translation.)

Sir,

Pernambuco, August 3, 1858.

I CONSIDER it to be my duty to forward to your Excellency the inclosed list of Africans belonging to the number of those who were missing from on board the pilot-boat which put into Serinhaem in October 1855, and who have been seized from January to July now last past; and it is proper that I should state to you, that only two or even one African still remains uncaptured, taking into account those who probably have perished.

I renew, &c.
(Signed) BENVENUTO AUGUSTO DE MAGS. JAQUES.

Inclosure 3 in No. 32.

List of the freed Africans seized from the 31st January to 31st July, 1858.

Names.	Where Seized.	Verification.	Destiny.
Francisco .. } Henrique .. } Agrippa .. } Isabel .. }	At Ipojuca	{ Proved to have been missing from the pilot-boat which put into Serinhaem in October, 1855. }	Marine Arsenal.
Luiza, minor	ditto	ditto	ditto.
Luiz } Luiza }	ditto	ditto	ditto.
Francisco .. } Bray } Simdo }	ditto	ditto	ditto.
Thomé	Cabo	ditto	ditto.
Felicidade	Ipojuca	ditto	ditto.
Felix	ditto	ditto	{ ditto, where he died of paralysis.
Manoel	Rio Formoso	ditto	Marine Arsenal.
Joaquim	Escada	ditto	ditto.
João	ditto.	ditto	ditto.

Pernambuco, August 3, 1858.

Inclosure 4 in No. 32.

Mr. Stuart to Viscount de Maranguape.

M. le Ministre,

Rio de Janeiro, August 28, 1858.

I BEG to thank your Excellency for communicating to me, in the note with which you honoured me on the 18th instant, the gratifying intelligence that the President of the Province of Pernambuco had succeeded in recovering sixteen more of the freed Africans who had been missing from amongst those landed from the pilot-boat at Serinhaem in October 1855.

Agreeably to your Excellency's request, I shall not fail to forward copies of your esteemed note and its inclosures to the Earl of Malmesbury for the information of Her Majesty's Government.

I have, &c.
(Signed) W. STUART.

No. 33.

Mr. Stuart to the Earl of Malmesbury.—(Received December 6.)

My Lord,

Rio de Janeiro, November 2, 1858.

UPON the receipt of your Lordship's despatch of the 31st of August last, I addressed a despatch to Mr. Consul Westwood, requesting him to inform the agents of the Imperial Brazilian Mining Association, that, in the opinion of the Law Officers of the Crown, it is unlawful for British subjects to sell or assign over the services of slaves born since the passing of the Act 6 and 7 Vict., cap. 98, and that British subjects doing so render themselves liable to a charge of felony under that statute.

Your Lordship will find inclosed a copy of a despatch which I received from Mr. Consul Westwood, containing copies (likewise inclosed) of the answers which had been returned to him by Messrs. Mackay, Miller, and Co., and by Mr. Schofield, who lately came out to Rio de Janeiro as the accredited attorney of the Mining Association in question, for the purpose of completing the sale of the slaves belonging to the Company. As this gentleman had been fairly warned of the possible consequences of such a proceeding, I agreed with Mr. Westwood that it was no part of our duty to interfere further than to report to your Lordship whether or not the proposed sale of the slaves was persisted in.

More mature reflection, however, led Mr. Schofield to come to me for advice. He showed me the eminent legal opinion and the order from the High Court of Chancery to which he alludes in his letter to Mr. Westwood, and stated that, with those documents in one scale of the balance, and the official knowledge of the purport of my instructions in the other, he was placed in a position of great embarrassment. I told him that it was not for me to reconcile the conflicting opinions brought in presence; that my instructions from your Lordship were clear and precise; and that I was bound to consider them as correctly interpreting the law of England, until I was advised to the contrary in the same official manner. I added that I had no desire whatever to interfere with his course of conduct; but that, as he wished for my advice, I could only give it him in the sense of my instructions; and that would be to abstain from effecting the sale, unless he was prepared to incur the risk of being brought to trial upon a charge of felony when he landed in England.

Mr. Schofield then said that, with the Chancery Order, which he had in his possession, there could be no doubt as to such a trial resulting in an acquittal; but that a public prosecution would entail a ruinous expense upon him, and the charge would be one on which he would meet with but little sympathy in England: he would, therefore, be ready to abandon the sale and to return to England by the next packet, if I would address him an official letter in the sense of your Lordship's instructions, which would serve to justify him in the eyes of his employers.

This I readily consented to do, and a copy of my letter to him forms Inclosure No. 4 to this despatch.

I further inclose, for your Lordship's information, a copy of a circular despatch, which I addressed to Her Majesty's Consuls in Brazil on the 12th ultimo, in order that the opinion of the Law Officers of the Crown as to the legality of the sale of slaves born subsequently to the passing of the Act of 1843, may be made generally known amongst British subjects engaged in such transactions within this empire.

I have, &c.
(Signed) W. STUART.

Inclosure 1 in No. 33.

Consul Westwood to Mr. Stuart.

Sir,

Rio de Janeiro, October 13, 1858.

IN compliance with the instructions contained in your despatch dated the 11th instant, I communicated to the agents of the Imperial Brazilian Mining Association the opinion given by the Law Officers of the Crown, that it is unlawful, and against the statute, for British subjects to sell or assign over the services of slaves born since the passing of the Act 6 & 7 Vict., cap. 98; and I now have the honour to transmit herewith, for your information, copy of the answer which I have received from Messrs. Mackay, Miller, and Co., as well as copy of a letter addressed to me by Mr. John Schofield, who is now the accredited agent in this country of the Imperial Brazilian Mining Association.

I have, &c.
(Signed) JOHN J. C. WESTWOOD.

Inclosure 2 in No. 33.

Messrs. Mackay, Miller, and Co. to Consul Westwood.

Sir,

Rio de Janeiro, October 12, 1858.

WE have to acknowledge receipt of your letter of yesterday's date, respecting the sale or transfer of slaves belonging to the Imperial Brazilian Mining Association.

The purport of your letter we have communicated to Mr. John Schofield, the accredited attorney of the Association in this country; and we beg leave to wait upon you with that gentleman's reply on the subject.

We take leave to inform you that we have not anything further to do in negotiations respecting the disposal of the Company's property, and if you deem any further communication necessary, you will please have the goodness to address the same to Mr. Schofield.

We are, &c.
(Signed) MACKAY, MILLER, AND CO.

Inclosure 3 in No. 33.

Mr. Schofield to Consul Westwood.

Sir,

12, Rua dos Pescadores, Rio de Janeiro, October 12, 1858.

MESSRS. MACKAY, MILLER, & CO. having handed me your letter of the 11th instant, in which you state that, with reference to the legality of the sale or transfer of the slaves belonging to the Imperial Brazilian Mining Association, you have received instructions from Her Majesty's Chargé d'Affaires at this Court to make known that the Law Officers of the Crown have decided it is unlawful for British subjects to sell or assign over the services of slaves born since the passing of the Statute 6 & 7 Vict., cap. 98, I beg to inform you, on behalf of the Imperial Brazilian Mining Association, which I represent in this country, that the first Law Officer of the Crown and present Attorney-General, Sir Fitzroy Kelly, the late first Law Officer of the Crown and Attorney-General, Sir Richard Bethell, and J. H. Lloyd and J. G. Malcolm, Esquires, Barristers-at-law, have given the following opinion on the same subject:—

"This Association, having existed before the 6 & 7 Vict., cap. 98, came into operation, and the slaves in question being such as were at that time the property of the Association, or the children born of those slaves, we are of opinion that the sale to persons in the Brazils, not the subjects of or amenable to the laws of the British Crown, of the slaves of the Association so acquired and held, and of the children born of those slaves, is lawful;" and that the Lords Justices of Her Majesty's High Court of Chancery, on the hearing of the cause "*Carter versus Illidge and others*, Directors of the said Association," the said Lords Justices, by their decree, dated the 3rd day of August last, did "order that the defendants, as the Directors of the said Association, do sell to any person or persons in Brazil, not the subject or subjects of, or amenable to the laws of the British Crown, the slaves of the said Association in Brazil, acquired by such Association before the Statute 6 & 7 Vict., cap. 98, came into operation, and the children in Brazil born of those slaves."

The foregoing documents are open to the inspection of yourself and Her Majesty's Chargé d'Affaires at any time you may think proper.

The order of the Lords Justices not only completely establishes the legality of a sale by the Company of its slaves born since 1843, but it renders the Directors liable to imprisonment for contempt of Court were they to disobey it, and all parties impeding the Directors in their attempts to carry out the order are liable to similar consequences.

I presume you have erroneously used too strong a term in stating the Law Officers of the Crown had decided the question, as you must be aware the decision of such legal questions is the exclusive province of Her Majesty's Courts of Law and Equity only; and the decision of the latter having established the legality of the Company's proceedings, I trust you will feel it necessary to discontinue further interference in the matter.

If you deem it necessary you have my permission to make this communication known to Her Majesty's Charge d'Affaires.

I have, &c.
(Signed) JOHN SCHOFIELD

Inclosure 4 in No. 33.

Mr. Stuart to Mr. Schofield.

Sir,

Rio de Janeiro, November 2, 1858.

IN accordance with your verbal request, and in confirmation of what has already been stated to you by Her Majesty's Consul, I beg hereby to inform you, in writing, that instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, under date of the 31st of August last, affirm very distinctly that the question raised by the house of Mackay, Miller, and Co., the agents, of a British Company called the Imperial Brazilian Mining Association, as to the legality of transferring in servitude to another Company, the children of slaves belonging to the British Company, who have been born subsequently to the Act 6 & 7 Vict., cap. 98, had been referred for the consideration of the proper Law Officers of the Crown, and that in the opinion of those gentlemen it is unlawful, and against the Statute, for British subjects to sell or assign over the services of slaves born since the passing of the above Act, and British subjects doing so, render themselves liable to a charge of felony under that Statute.

Lord Malmesbury, therefore, advises me to inform any British subjects who may be engaged in such transactions as the above, that although they may, whilst resident in Brazil, be out of the reach of British law, they will be subject to be brought to trial under the Statute, at any time when they may be found either on British ground or in a British vessel, and that any person in Great Britain who authorizes these acts will be liable to be indicted as an accessory before the fact.

You are now fully made acquainted with the scope of the instructions under which I am acting, and in reply to your application for advice, under the embarrassing circumstances in which you are placed, I can give you no other than that which those instructions necessarily imply.

I have, &c.
(Signed) W. STUART.

Inclosure 5 in No. 33.

Circular addressed to Her Majesty's Consuls in Brazil.

Sir,

Rio de Janeiro, October 12, 1858.

IT is of importance that you should know, for the information of British subjects residing within your Consular district, that a question which was lately raised as to the legality of transferring in servitude to another Company, the children of slaves belonging to a British Company who have been born subsequently to the Act 6 & 7 Vict., cap. 98, has been referred by Her Majesty's Government to the consideration of the Law Officers of the Crown, and that I have received a despatch from the Earl of Malmesbury, stating, in conformity with the opinion of those officers, that it is unlawful, and against the Statute, for British subjects to sell or consign over the services of slaves born since the passing of the Act above mentioned; and that British subjects doing so, render themselves liable to a charge of felony under that Statute.

It will, therefore, be your duty to make known to any British subjects who may be engaged in such transactions, that although they may, while resident in Brazil, be out of the reach of British law, they will be subject to be brought to trial under the Statute, at any time when they may be found either on British ground, or in a British vessel; and that any person in Great Britain who authorizes these acts, will be liable to be indicted as an accessory before the fact.

I have, &c.
(Signed) W. STUART.

P.S.—You will duly communicate this despatch to the Vice-Consuls within your district.

W. S.

Mr. Stuart to the Earl of Malmesbury.—(Received December 6.)

My Lord,

Rio de Janeiro, November 6, 1858.

SINCE closing my despatch of the 2nd instant, I have received a letter from Mr. John Schofield, of which I have the honour to inclose a copy herewith; and I would call your Lordship's special attention to the third paragraph of the letter, in which an important question is raised as to the maintenance of the children of the slaves belonging to the Imperial Brazilian Mining Association, who were born subsequently to the passing of the Act 6 and 7 Vict., cap. 98.

I have, &c.
(Signed) W. STUART.

Inclosure in No. 34.

Mr. Schofield to Mr. Stuart.

Sir,

Rio de Janeiro, November 5, 1858.

I HAVE the honour to acknowledge the receipt of your letter of the 2nd instant, communicating to me the purport of the instructions you have received from Her Majesty's Principal Secretary of State for Foreign Affairs under the date of the 31st day of August last, relative to the proposed sale by the Imperial Brazilian Mining Association of the children of slaves belonging to that Association, who have been born since the 1st day of November, 1843.

The instructions you refer to, being contained in a despatch dated subsequently to the Decree of the Court of Chancery made on the 4th day of August last, by which Decree the Directors were ordered to sell the children of the slaves in question, I am bound to view your intimation of the sale being illegal, and the threatened liability to a criminal prosecution of the Company's agents here, and of any person in Great Britain who authorizes their acts, as a positive prohibition by the British Government against carrying out the Decree of the Court of Chancery; and I have, therefore, determined not to act on the Decree, but to return to England by the steamer on the 9th instant, to lay the position of the affair before the Directors of the Association, preparatory to applying to the Court of Chancery for authority to act under the altered circumstances.

It may not be inopportune to mention, for the information of the Government, that, in the event of the law not being in accordance with the order of the Court of Chancery, it will be necessary to make some provision for the maintenance of about 80 children of both sexes, who, by the laws of Brazil, will then have no legal protectors, and who are incapable of providing for their own necessities, as such provision cannot be expected from the Association if its rights of property in such children is confiscated by the Act 6 and 7 Vict., cap. 98.

As you will, doubtless, feel it necessary to communicate by this packet with Her Majesty's Principal Secretary of State for Foreign Affairs, I trust you will forward to him a copy of my letter of the 12th ultimo, addressed to Mr. Consul Westwood, as well as a copy of this communication.

I have, &c.
(Signed) JOHN SCHOFIELD.

No. 35.

Mr. Stuart to the Earl of Malmesbury.—(Received December 6.)

My Lord,

Rio de Janeiro, November 8, 1858.

I HAVE the honour to forward to your Lordship copies of two notes which I addressed on the 14th instant to Viscount Maranguape, in connection with the Slave Trade.

I have, &c.
(Signed) W. STUART.

Inclosure 1 in No. 35.

Mr. Stuart to Viscount de Maranguape.

M. le Ministre,

Rio de Janeiro, November 4, 1858.

YOUR Excellency will no doubt be glad to learn that the slave barque "*Minnetonka*" was captured by Her Majesty's ship "*Heron*," on the 18th of April last, being then in latitude 4° 5' south, and longitude 10° 46' east.

The cargo of the "*Minnetonka*" is stated to have consisted of rice, flour, &c., and her slave-deck was laid, and calculated to carry 900 slaves. She had no colours on board, and it was impossible to discover who her owner was.

I avail, &c.
(Signed) W. STUART.

Inclosure 2 in No. 35.

Mr. Stuart to Viscount de Maranguape.

M. le Ministre,

Rio de Janeiro, November 4, 1858.

HAVING learnt from Her Majesty's Acting Commissioner at St. Paul de Loanda that the Brazilian Consul-General in that city has reason to suspect that a project has been set on foot for the introduction of slaves into the northern provinces of Brazil by way of Guiana, I shall feel greatly obliged to your Excellency if you will have the kindness to communicate to me any information which may reach you, as well as the results of any inquiries which the Imperial Government may make with respect to the project in question.

I avail, &c.
(Signed) W. STUART.

No. 36.]

Mr. Stuart to the Earl of Malmesbury.—(Received January 6, 1859.)

My Lord,

Rio de Janeiro, November 29, 1858.

WITH reference to my despatch of the 8th instant, in which was inclosed a copy of a note of mine to Viscount Maranguape, relating to a suspected project for the introduction of slaves into the northern provinces of Brazil, by Guiana; I have the honour to transmit to your Lordship herewith, a translation of the answer which I have received from his Excellency, expressing the disbelief of the Brazilian Government in the possibility of any such project being realized, as well as a copy of a note in which I have thanked his Excellency for the information contained in his answer.

I have, &c.
(Signed) W. STUART.

Inclosure 1 in No. 36.

Viscount de Maranguape to Mr. Stuart.

(Translation.)

Rio de Janeiro, November 22, 1858.

I HAVE had the honour to receive a note dated the 4th instant, in which Mr. Stuart, alluding to a communication from the Consular Agent of his nation at Loanda, refers to suspicions entertained by the Brazilian Consul residing in the same city, relative to a scheme for the introduction of slaves into the northern provinces of the empire, by way of French Guiana.

In consequence, Mr. Stuart asks me to communicate to him any information that may have reached me, as well as the result of the inquiries that the Imperial Government may make relative to the said scheme.

In reply, I have the honour to state to Mr. W. Stuart, that the said Brazilian Consul, suspecting that some such plans were being discussed in that place, and naturally incited

by his zeal, hastened to bring the matter to the knowledge of the Imperial Government and of the above-mentioned British Agent, even before properly ascertaining whether his fears were well founded.

The Imperial Government consider it impossible to carry on a contraband of Africans in the Provinces of Pará and of the Amazons, and it would be still more impossible by way of French Guiana, since besides the obstacles which it would meet with in the empire, it would have to overcome those that would necessarily be placed in its way by the authorities of that colony.

Considering, however, that any notice of the possibility of such a crime should not be treated with contempt, the Imperial Government have written this day to the recently named President of Pará, repeating orders which had already been verbally given him, to make the most minute inquiries, in order to discover if, by any chance, there may be any truth in it, and if so, to employ the most energetic means to stop it.

Hoping that this reply will be in accordance with the object of the note of Mr. Stuart, I avail, &c.

(Signed) VISCOUNT DE MARANGUAPE.

Inclosure 2 in No. 36.

Mr. Stuart to Viscount de Maranguape.

M. le Ministre,

Rio de Janeiro, November 27, 1858.

I HAVE had the honour to receive the note which your Excellency addressed to me on the 22nd instant, in reply to my request for information relative to a suspected scheme for the introduction of slaves into the northern provinces of the empire, by way of Guiana.

I beg your Excellency to accept my thanks for the explanations which you have had the kindness to furnish me, with respect to the improbable realization of any such scheme.

I avail, &c.
(Signed) W. STUART.

No. 37.

The Earl of Malmesbury to Mr. Stuart.

Sir,

Foreign Office, February 5, 1859.

I HAVE consulted with the Law Officers of the Crown, upon the subject of your despatches of the 2nd and 6th of November last, reporting your communications with Her Majesty's Consul at Rio de Janeiro, and with Mr. Schofield, the accredited agent of the British Mining Association called the "Imperial Brazilian Mining Company," upon the question of the legality of the transfer, on the part of the Association to another Company, of the children of slaves belonging to the Association, born subsequently to the Act 6 and 7 Vict., cap. 98; and I have to state to you, that it does not at present appear to be requisite that you should be furnished with any further instruction in this respect.

I have, however, to observe, with reference to the question raised by Mr. Schofield, as to how the maintenance of these children is to be provided for, in the event of their transfer to another Company being decided to be illegal, that Her Majesty's Government cannot be, in any manner, responsible for the maintenance of the children in question, and that Mr. Schofield's suggestion to this effect appears to be as destitute of legal foundation as of reason or propriety.

I am, &c.
(Signed) MALMESBURY.

No. 38.

Mr. Stuart to the Earl of Malmesbury.—(Received February 12.)

My Lord,

Rio de Janeiro, January 7, 1859.

THE Treaty of Extradition between this Empire and the Argentine Confederation was concluded in the course of last year, and unfortunately comprises the extradition of fugitive slaves ; a stipulation which caused its ratification to be suspended by the Argentine Legislature, when it first came before that body. It was, however, afterwards agreed to, owing to the exercise of General Urquiza's personal influence, and it has since been ratified.

Brazil has similar stipulations in her Treaties with some of her other neighbours, for instance, I believe, with the Republics of Uruguay and Peru, &c.

The present Treaty has not yet been published ; as soon as I can procure a copy of it, I shall forward it to your Lordship.

I have, &c.
(Signed) W. STUART.

BRAZIL. (Consular)—Bahia.

No. 39.

Consul Morgan to the Earl of Malmesbury.—(Received May 12.)

My Lord,

Bahia, March 31, 1858.

I HAVE the honour to transmit herewith the Lists, Nos. 1 and 2, of the Trade of this port with the coast of Africa for the quarter ending this day.

I have, &c.

(Signed) JOHN MORGAN.

Inclosure 1 in No. 39.

LIST of VESSELS which have entered the Port of Bahia from the Coast of Africa, during the Quarter ending 31st March, 1858.

No.	Date of Entry.	Nation.	Class.	Name.	Tons.	Crew.	Master.	Owner.	Cargo.	Whence.	Days Out.
1	1858										
1	Feb. 8	Portuguese	Brigantine	Paquete Africano ..	116	10	M. dos P. Vianna ..	Unknown ..	Oil, &c. &c. ..	Ajudá ..	31
2	" 19	Sardinian	Polacca	General Garibaldi ..	157	12	S. Maggi ..	Ditto ..	Ballast ..	Lagos ..	26
3	March 2	Sardinian	Snack	Braziliano ..	85	9	J. Ogilia ..	Ditto ..	Ditto ..	Ditto ..	25
4	" 19	Hamburgh	Schooner	Sylphide ..	140	12	— Meyer ..	Ditto ..	Ditto ..	Onim ..	26
5	" 19	Portuguese	Cutter	Paquete do Porto Novo ..	68	7	João C. Saldanha ..	Ditto ..	Ditto ..	Api ..	25

British Consulate, Bahia, 31st March, 1858.

(Signed) JOHN MORGAN, Jun., Consul.

Inclosure 2 in No. 39.

LIST of VESSELS which have sailed from the Port of Bahia for the Coast of Africa, during the Quarter ending the 31st March, 1858.

No.	Date of Sailing.	Nation.	Class.	Name.	Tons.	Crew.	Master.	Owner.	Cargo.	Whither bound.
1	1858									
1	Jan. 7	French	Polacca	Veritas ..	182	10	— Aube ..	Unknown ..	Rum and tobacco ..	Coast of Africa.
2	" 18	Portuguese	Brig ..	Bella Figueirense ..	314	14	J. F. M. Sobrinho ..	Ditto ..	Ditto ..	Ditto.
3	" 27	Ditto ..	Ditto ..	Encantador ..	279	13	Manoel A. Lopes ..	Ditto ..	Ditto ..	Ditto.
4	" 28	Sardinian	Cutter ..	Emma ..	53	6	Antonio Deleve ..	C. Sechiuo ..	Ballast ..	Ditto.
5	Feb. 10	Hamburgh	Schooner ..	Tender ..	101	5	— Lauten ..	Unknown ..	Rum and tobacco ..	Ditto.
6	" 23	Sardinian	Polacca	Favorita ..	318	12	Stefano Henrille ..	Ditto ..	Ditto ..	Ditto.
7	" 27	Portuguese	Barque	Esperança ..	451	15	Antonio A. de Souza ..	Ditto ..	Ditto ..	Ditto.
8	" 28	Hamburgh	Lugger	Emilia ..	240	9	C. A. Meyer ..	Ditto ..	General ..	Ditto.
9	" 28	Sardinian	Schooner ..	Emilia ..	179	9	Marco Olivari ..	Ditto ..	Rum and tobacco ..	Ditto.
10	March 6	Portuguese	Brig ..	Esperança ..	269	11	Joze. A. Carneiro ..	Ditto ..	Ditto ..	Ditto.
11	" 20	Ditto ..	Brigantine	Paquete Africano ..	166	11	Manoel P. Vianna ..	Ditto ..	Ditto ..	Ditto.
12	" 29	Ditto ..	Brig ..	Senhor do Bomfim ..	201	11	M. F. F. Guimaraes ..	Ditto ..	Ditto ..	Ditto.
13	" 30	Ditto ..	Yacht ..	Aguia ..	144	9	Antonio S. Goncalves ..	Ditto ..	Ditto ..	Ditto.

British Consulate, Bahia, 31st March, 1858.

(Signed) JOHN MORGAN, Jun., Consul.

No. 40.

Consul Morgan to the Earl of Malmesbury.—(*Received May 12.*)

My Lord,

Bahia, April 7, 1858.

I HAVE the honour to acknowledge the receipt of Lord Clarendon's despatch of the 25th February last, approving of my having called the attention of Her Majesty's Minister at Rio de Janeiro to the fact of the President of this province having farmed out the services of certain emancipated negroes of a private individual, in contravention to the understanding come to by the Brazilian Minister for Foreign Affairs with Her Majesty's Legation in 1853.

I have, &c.
(Signed) JOHN MORGAN.

No. 41.

Consul Morgan to the Earl of Malmesbury.—(*Received August 4.*)

My Lord,

Bahia, June 30, 1858.

I HAVE the honour to transmit herewith Lists, Nos. 1 and 2, of the trade of this port with the Coast of Africa for the quarter ending this day.

I have, &c.
(Signed) JOHN MORGAN.

Inclosure 1 in No. 41.

List of Vessels which entered the Port of Bahia from the Coast of Africa during the Quarter ending June 30, 1858.

No.	Date of Entry.	Nation.	Class.	Name.	Tons.	Crew.	Master.	Owner.	Cargo.	Whence.	Days out.
1	June 8, 1858	Sardinian	Cutter	Emma	42	6	G. S. Bartholetti	C. Sechino	Ballast	Lagos	60

British Consulate, Bahia, June 30, 1858.

(Signed) JOHN MORGAN, Jun., Consul.

Inclosure 2 in No. 41.

List of Vessels which have sailed from the Port of Bahia for the Coast of Africa during the Quarter ending June 30, 1858.

No.	Date of Sailing.	Nation.	Class.	Name.	Tons.	Crew.	Master.	Owner.	Cargo.	Whither bound.
1	1858 April 10	Spanish	Smack	Decidida	156	10	Jayne Sisa	Unknown	Rum and tobacco	Coast of Africa
2	" 17	Sardinian	Polacca	General Garibaldi	230	12	S. Maggi	Ditto	Ditto	Ditto
3	" 25	Portuguese	Cutter	Paquete do Porto Novo	72	5	Antonio N. S. Correia	Ditto	Ditto	Ditto

British Consulate, Bahia, June 30, 1858.

(Signed) JOHN MORGAN, Jun., Consul.

No. 42.

Consul Morgan to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Bahia, June 30, 1858.

I HAVE the honour to transmit herewith to your Lordship, the accompanying Lists of prices of slaves during the six months ended this day, and in which no alteration has taken place in the value of such slaves.

I have, &c:
(Signed) JOHN MORGAN, Jun.

Inclosure in No. 42.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times under-mentioned.

Description.	For the half-year ending December 31, 1857.						For the half-year ending June 30, 1858.									
	Currency.		Sterling.				Currency.		Sterling.							
	Reis.	Reis.	£	s.	d.	£	s.	d.	Reis.	Reis.	£	s.	d.	£	s.	d.
African Males	1,500\$	1,800\$	175	0	0	to 210	0	0	1,500\$	1,800\$	175	0	0	to 210	0	0
„ Females	1,200\$	1,500\$	130	0	0	175	0	0	1,200\$	1,500\$	130	0	0	175	0	0
Creole Males	1,600\$	1,800\$	186	13	4	210	0	0	1,600\$	1,800\$	186	13	4	210	0	0
„ with profession	2,200\$	2,800	246	13	6	316	13	6	2,200\$	2,800\$	246	13	6	316	13	6
„ Females....	1,400\$	1,500\$	163	6	8	175	0	0	1,400\$	1,500\$	163	6	8	175	0	0

British Consulate, Bahia, June 30, 1858.(Signed) JOHN MORGAN, Jun., *Consul.*

No. 43.

Consul Morgan to the Earl of Malmesbury.—(Received November 4.)

My Lord,

Bahia, September 30, 1858.

I HAVE the honour to transmit herewith Lists, Nos. 1 and 2, of the trade of this port with the Coast of Africa for the whole quarter ending this day.

I have, &c.
(Signed) JOHN MORGAN, Jun.

Inclosure 1 in No. 43.

List of Vessels which have entered the Port of Bahia from the Coast of Africa during the Quarter ending September 30, 1858.

No.	Date of Entry.	Nation.	Class.	Name.	Tons.	Crew.	Master.	Owner.	Cargo.	Whence.	Days out.
1	1858. July 2	Portuguese ..	Brig ..	Bella Figueirens	244	14	José. F. M. Sobrinho	Unknown	Oil, &c.	Ajudá ..	37
2	" 2	Portuguese ..	Brig ..	Providencia	152	12	Antonio D. Lima	Ditto	Ditto	Ajudá ..	25
3	" 26	French ..	Schooner	Lagos ..	80	12	L. Violeino	Ditto	Ballast	Lagos ..	27
4	August 13	Portuguese ..	Brig ..	Athenas ..	257	14	L. Idos Santos	Ditto	Oil, &c.	Porto Novo	25

British Consulate, Bahia, September 30, 1858.

(Signed)

JOHN MORGAN, Jun., Consul.

Inclosure 2 in No. 43.

List of Vessels which have sailed from the Port of Bahia for the Coast of Africa during the Quarter ending September 30, 1858.

No.	Date of Sailing.	Nation.	Class.	Name.	Tons.	Crew.	Master.	Owner.	Cargo.	Whither bound.
1	1858. July 13	Sardinian ..	Schooner ..	Independence	212	9	G. Bartoletti	Unknown	Rum and tobacco	Coast of Africa
2	" 15	Portuguese ..	Brig ..	Energico ..	304	13	Antonio Paos Reis	Ditto	Ditto	Ditto.
3	" 20	Dutch ..	Brig ..	Ivoorkust ..	269	10	H. M. Vandelyelde	Ditto	Ditto	Ditto.
4	" 25	Portuguese ..	Schooner ..	Dhelin ..	126	10	Antonio P. Lisboa	Ditto	Ditto	Ditto.
5	August 5	Portuguese ..	Brigantine ..	Dous Irmaos ..	155	11	Antonio P. Costa	Ditto	Ditto	Ditto.
6	" 27	French ..	Schooner ..	Lagos ..	123	12	L. Violeino	Ditto	Ditto	Ditto.
7	" 29	Sardinian ..	Polacca ..	Henriqueta ..	239	11	Chiozza ..	Ditto	Ditto	Ditto.
8	Sept. 1	Portuguese ..	Yacht ..	Garrett ..	262	11	C. G. de Figueredo	Ditto	Ditto	Ditto.

British Consulate, Bahia, September 30, 1858.

(Signed)

JOHN MORGAN, Jun., Consul.

No. 44.

Consul Morgan to the Earl of Malmesbury.—(Received February 12, 1859.)

My Lord,

Bahia, December 31, 1858.

I HAVE the honour to transmit herewith to your Lordship, the accompanying List of prices of slaves during the six months ended this day, and in which no alteration has taken place in the value of such slaves.

I have, &c.
(Signed) JOHN MORGAN, Jun.

Inclosure in No. 44.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times under-mentioned.

Description.	For the half-year ending June 30, 1858.						For the half-year ending December 31, 1858.						
	Currency.		Sterling.				Currency.		Sterling.				
	Reis.	Reis.	£	s.	d.	£	s.	d.	Reis.	Reis.	£	s.	d.
African Males	1,500\$	to 1,800\$	175	0	0	to 210	0	0	1,500\$	to 1,800\$	175	0	0
„ Females	1,200\$	100\$,5	130	0	0	175	0	0	1,200\$	1,500\$	130	0	0
Creole Males	1,600\$	1,800\$	186	13	4	210	0	0	1,600\$	1,800\$	186	13	4
„ with profession	2,200\$	2,800\$	246	13	6	316	13	6	2,200\$	2,800\$	246	13	6
„ Females ...	1,400\$	1,500\$	163	6	8	175	0	0	1,400\$	1,500\$	163	6	8

British Consulate, Bahia, 31st December, 1858.(Signed) JOHN MORGAN, Jun., *Consul.*

BRAZIL. (*Consular*)—*Para.*

No. 45

Consul Vredenburg to the Earl of Clarendon.—(Received April 19.)

My Lord,

Pará, February 13, 1858.

I HAVE the honour to transmit to your Lordship a Return of the prices of slaves within the district of this Consulate, on the 31st December last.

I have, &c.

(Signed) WATSON VREDENBURG.

Inclosure in No. 45.

RETURN of the Prices of Slaves within the District of the Consulate of Pará, during the half-year ended the 31st December, 1858. 7

Description.	Currency.		Sterling.						Remarks.
	Reis.	Reis.	£	s.	d.	£	s.	d.	
African males	..	..	..	..	..	..	..	..	African Slaves are so aged and so few in number that no price can be quoted. There has been no change in the value of Slaves during the last half-year.
Ditto females	..	..	..	..	..	..	..	..	
Creole males	1,000,8000	to 1,100,8000	112	10	0	to 125	5	0	
Ditto, with professions	1,200,8000	2,000,8000	133	10	0	225	0	0	
Females	800,8000	1,000,8000	90	0	0	112	10	0	

British Consulate, Pará, February 13, 1858.

(Signed)

WATSON VREDENBURG, *Consul.*

No. 46.

Consul Vredenburg to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Pará, June 30, 1858.

I HAVE the honour to transmit a Return of the prices of slaves within the district of this Consulate, during the half-year ending this day.

I have, &c.

(Signed) WATSON VREDENBURG.

Inclosure in No. 46.

RETURN of the Prices of Slaves within the District of the Consulate of *Pará*, during the half-year ending the 30th June, 1858.

Description.	Currency.		Sterling.						Remarks.
	Reis.	Reis.	£	s.	d.	£	s.	d.	
African males	..	..	..	..	..	..	..	..	There has been no change in the prices of Slaves during the last half-year.
Ditto females	..	..	..	..	..	..	..	..	
Creole males	1,000\$000	to 1,100\$000	112	10	0	to 125	5	0	
Ditto, with trades ..	1,200\$000	2,000\$000	133	10	0	225	0	0	
Ditto females	800\$000	1,000\$000	90	0	0	112	10	0	

British Consulate, Pará, June 30, 1858.

(Signed)

WATSON VREDENBURG, *Consul*.

No. 47.

Consul Vredenburg to the Earl of Malmesbury.—(Received December 2.)

My Lord,

Pará, October 15, 1858.

A TRIAL, singular, I believe, in the history of Brazil, took place in this city on Monday last. Donna Maria Magdalena Pio Martinez, a person of position and wealth, and the widow of a Commander of the Imperial Order of Christ, was put on her trial for the murder of one of her female slaves. It was generally reported that the murder had been committed under circumstances of great atrocity; that the unfortunate victim had been kept without any description of nourishment for several days; that she had been repeatedly castigated, and that death had been finally caused by a blow on the temple. It was also currently reported and generally believed, that this woman had previously, by ill-usage, caused the death of one or two children, her slaves; and that her slaves were generally subjected to every description of brutality which the imagination of a violent and ignorant woman could devise. Since her committal for trial, money is believed to have been lavishly distributed, and some parties, it is said, have been unable to withstand its influence. There was, doubtless, some exaggeration in these reports, but I have reason to think that in the main, they were correct.

It was with some interest that I observed the conduct of Senhor Leitão da Cunha, the Vice-President, during the period intervening between the arrest of the prisoner and her trial. That gentleman is Chief of Police, but he is at present, in the absence of the President, administering the affairs of the province. I had formed the highest opinion of his inflexible justice, and determination to punish wrong-doers; but he is a native of the province, and was, I understand, on terms of intimacy with the late husband of the prisoner, and although venality in this country is but too general, I was satisfied that no one would attempt to influence him by pecuniary considerations: nevertheless, as I knew that every description of family and other influences would be brought to bear on him, I feared he might be unable to resist them. I am happy to inform your Lordship, that I was right in my appreciation of Senhor Leitão's character. I am informed that he peremptorily refused to interfere, and declared that the law should take its course.

I thought it my duty to attend the trial, and have much gratification in being able to report most favourably on the conduct of the authorities. Senhor José d'Araujo Danim, the Judge, presided with the greatest impartiality, and Senhor Barata, the Public Prosecutor, performed his duties most courageously and conscientiously. The prisoner was most ably defended by Senhor Paes da Souza, the most distinguished and eloquent advocate of the province; he maintained that the woman, seized with vertigo, or faintness, had met her death by falling against an iron furnace and a heap of bricks that were in the yard.

The jury remained in consultation for about three-quarters of an hour, and acquitted the prisoner, there being six votes in her favour, and the same number against her. The

Public Prosecutor has appealed, and the case will be heard before the Court of Appeal in six weeks, or two months.

The decision in this particular case may be of trifling importance; but the principle has been established that no one, however high in rank, will henceforth be permitted, with impunity, to ill-treat, torture, and murder their slaves; and this prosecution will necessarily tend to protect the slaves against the brutality of some of their owners.

The evidence for the prosecution was not very carefully prepared, and a verdict of "guilty" would certainly not have been obtained in England on the evidence produced at the trial. I may mention that the feeling of horror and disgust was general throughout all classes of the community.

I shall have the honour of reporting to your Lordship the result of the appeal to the Court of Cassation.

I have, &c.
(Signed) WATSON VREDENBURG.

No. 48.

Consul Vredenburg to the Earl of Malmesbury.—(Received February 12.)

My Lord,

Pará, December 31, 1858.

I HAVE the honour to transmit inclosed a Return of the prices of slaves during the half-year ending this day.

I have also the satisfaction to report that there has been no attempt to introduce slaves from Africa during the past year.

I have been informed that a rumour has prevailed in Rio de Janeiro of an alleged project to introduce slaves into this province by way of Guiana; but I cannot ascertain that any grounds exist for the report in question, nor can I conceive that any such attempt can be made with the slightest chance of success.

I have, &c.
(Signed) WATSON VREDENBURG.

Inclosure in No. 48.

RETURN of the Prices of Slaves within the District of the Consulate of Pará, during the half-year ending 31st December, 1858.

Description.	Currency.		Sterling.						Remarks.
	Reis.	Reis.	£	s.	d.	£	s.	d.	
African males	..	..	..	..	..	..	..	..	There has been no change in the prices of Slaves since my last Report.
Ditto females	..	..	..	..	..	..	..	..	
Creole males	1,000\$000	to 1,100\$000	112	10	0	to 125	5	0	
Ditto, with trades ..	1,200\$000	2,000\$000	133	10	0	225	0	0	
Ditto females	800\$000	1,000\$000	90	0	0	112	10	0	

British Consulate, Pará, 31st December, 1858.

(Signed) WATSON VREDENBURG, *Consul.*

BRAZIL. (*Consular*)—*Pernambuco.*

No. 49.

Consul Cowper to the Earl of Clarendon.—(Received April 19.)

My Lord,

Pernambuco, February 26, 1858.

IT is with much satisfaction that I am enabled to announce to your Lordship that four more of the Africans stolen from the *Serinhaem* slaver have been captured by the police and restored to liberty.

They were found in the possession of the *Senhor do Eugenio "Caeté,"* who has been imprisoned; he states that he purchased them from *Chico Caçador.*

Time, my Lord, is gradually confirming, not only all my statements of facts, but my suspicions, in relation to that affair; you will remember that the *Chevalier de Macedo* stated, some months past, that only fourteen of those abstracted from the slaver were missing, and that those were free men who had composed its crew. I contested this statement at the time; indeed, I knew it to be erroneous: and the present apprehension demonstrates the truth of my assertion.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

No. 50.

Consul Cowper to the Earl of Clarendon.—(Received April 19.)

My Lord,

Pernambuco, March 12, 1858.

I HAVE the honour to inform your Lordship that three more of the Africans stolen at *Serinhaem* have been delivered up to the police, leaving seven only of the whole to be accounted for.

The Imperial Government may publicly boast of the successful result of its exertions as a proof of its sincerity in discouraging Slave Trade; and if the recovery of the Africans had been accompanied by the punishment of the guilty and the reward of the meritorious, this *Serinhaem* case, so much to be deplored as it stands, would have been a worthy and successful termination of those sacrifices which the Imperial Government has undoubtedly made to abolish this inhuman Traffic.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

No. 51.

Consul Cowper to the Earl of Clarendon.—(Received April 19.)

(Extract.)

Pernambuco, March 20, 1858.

NOTWITHSTANDING the recent date of my last despatch of this series I am enabled to announce to your Lordship the capture of three more of the *Serinhaem* negroes; consequently four only remain in slavery.

The honour of having secured to 208 (of 212) of his fellow-creatures their natural rights belongs to that chivalrous but deeply injured gentleman Colonel Drummond; and I do not despair of hearing that his labour has been crowned by the recovery of the whole.

No. 52.

Acting Consul Gollan to the Earl of Malmesbury.—(Received May 12.)

My Lord,

Pernambuco, April 5, 1858.

I HAVE the honour to inform your Lordship that there has been no renewal of African Slave Trade within the limits of this Consulate during the quarter ended the 31st ultimo.

I have also the great satisfaction of informing your Lordship that ten of the Africans stolen from the Serinhaem slaver have been captured during the same period.

I have, &c.

(Signed) ALEX. GOLLAN.

No. 53.

Acting Consul Needham to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Pernambuco, July 2, 1858.

I HAVE the honour to inform your Lordship that there has been no renewal of African Slave Trade within the limits of this Consulate during the whole of the quarter ending the 30th ultimo.

I have, &c.

(Signed) P. F. NEEDHAM.

No. 54.

Acting Consul Needham to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Pernambuco, July 2, 1858.

I HAVE the honour to transmit to your Lordship Returns of the average prices of slaves within the district of this Consulate, and of the Vice-Consulates of Paraiba and Maceio.

I have, &c.

(Signed) P. F. NEEDHAM.

Inclosure 1 in No. 54.

RETURN of the Prices of Slaves in the Province of Pernambuco, during the half-year ended 30th June, 1858.

Description.	Currency.		Sterling.		
	Reis.	Reis.	£	s.	d.
African males	1,100\$000	1,750\$000	123	15	0
Ditto females	950\$000	1,500\$000	106	17	6
Creole males	1,100\$000	1,600\$000	123	15	0
Ditto, with trades	1,500\$000	2,000\$000	168	15	0
Ditto females	1,050\$000	2,000\$000	118	2	6
Infants from birth to 5 years ..	150\$000	400\$000	16	17	6
Children from 5 to 14 years ..	500\$000	1,700\$000	56	5	0

Average rate of exchange, 27*d.* per milrei.

British Consulate, Pernambuco, June 30, 1858.

(Signed)

P. F. NEEDHAM, *Acting Consul.*

Inclosure 2 in No. 54.

HALF-YEARLY Return of the Price of Slaves with the limits of the City of Maceio and Province of Alagoas.

Description.	Currency.	Sterling.			Remarks.
		£	s.	d.	
Domestic Males and Females, brown and yellow	2,100\$000	227	10	0	Exchange calculated at 26 <i>d.</i> per milrei.
Domestic Males and Females of black colour	2,000\$000	216	13	1	
Other description of able-bodied Slaves	1,950\$000	211	5	0	
Children	1,000\$ to 1,200\$	£108 5 <i>s.</i> to £130			Under and about 10 years of age.

British Vice-Consulate, Maceio, June 30, 1858.

(Signed)

JAMES HUNTER, *Acting Vice-Consul*

Inclosure 3 in No. 54.

RETURN of the Prices of Slaves within the District of the Vice-Consulate of Paraíba during the half year ending June 30, 1858.

Description.	During the half-year ending December 31, 1857.						During the half-year ending June 30, 1858.									
	Currency.		Sterling.				Currency.		Sterling.							
	Reis.	Reis.	£	s.	d.	£	s.	d.	Reis.	Reis.	£	s.	d.	£	s.	d.
African Males	..	..	..	..	..	..	..	..	1,600\$ to 1,800\$	1,600\$ to 1,800\$	173	6	8 to 195	0	0	0
Ditto Females	..	..	..	..	..	..	..	..	1,500\$	1,800\$	162	10	0	195	0	0
Creole Males	1,600\$ to 1,800\$	1,600\$ to 1,800\$	180	0	0 to 202	10	0	0	1,600\$	1,800\$	173	6	8	195	0	0
Ditto Males with trades..	1,800\$	2,000\$	202	10	0	225	0	0	1,800\$	2,000\$	195	0	0	206	13	4
Ditto Females	1,500\$	1,800\$	168	15	0	202	10	0	1,500\$	1,800\$	162	10	0	195	0	0
Infants under 5 years of age	300\$	500\$	33	15	0	56	5	0	300\$	500\$	32	10	0	54	3	4
Children above 5 years of age	500\$	1,000\$	56	5	0	112	10	0	500\$	1,000\$	54	3	4	108	6	8

British Vice-Consulate, Paraíba, June 30, 1858.

(Signed)

JAMES WETHERELL, Vice-Consul.

No. 55.

Acting Consul Needham to the Earl of Malmesbury.—(Received November 5.)

My Lord,

Pernambuco, October 5, 1858.

I HAVE the honour to transmit to your Lordship a Return of the average prices of slaves within the district of the Consulate during the quarter ending the 30th ultimo.

I have, &c.

(Signed)

P. F. NEEDHAM.

Inclosure in No. 55.

RETURN of the Prices of Slaves in the Province of Pernambuco, during the Quarter ended September 30, 1858.

Description.	Currency.		Sterling.	
	Reis.	Reis.	£	s.
African males	1,100\$000 to	1,750\$000	123	15
Ditto females	950\$000	1,500\$000	106	17
Creole males	1,100\$000	1,600\$000	123	15
Ditto, with trades	1,500\$000	2,000\$000	168	15
Ditto females	1,050\$000	2,000\$000	118	2
Infants from birth to 5 years..	150\$000	400\$000	16	17
Children from 5 to 14 years ..	500\$000	1,700\$000	56	5

Average rate of exchange, 27d. per milrei.

British Consulate, Pernambuco, Sept. 30, 1858.

(Signed)

P. F. NEEDHAM, Acting Consul.

No. 56.

Acting Consul Needham to the Earl of Malmesbury.—(Received November 5.)

My Lord,

Pernambuco, October 5, 1858.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Trade within the limits of this Consulate during the quarter ending the 30th ultimo.

I have, &c.
(Signed) P. F. NEEDHAM.

No. 57.

Acting Consul Needham to the Earl of Malmesbury.—(Received March 5.)

My Lord,

Pernambuco, February 10, 1859.

IN transmitting to your Lordship the Returns of the average prices of slaves at Pernambuco, Paraiba, and Ceará for the half-year ending the 31st December, 1858, I have great pleasure in informing your Lordship that, during the whole of the past year, there has been no renewal of the African Slave Trade within the limits of this Consulate and the adjacent Vice-Consulates.

I have, &c.
(Signed) P. F. NEEDHAM.

Inclosure 1 in No. 57.

RETURN of the Price of Slaves in the Province of Pernambuco, during the Quarter ended ^{December} ~~September~~ 31, 1858.

Description.	Currency.		Sterling.					
	Reis.	Reis.	£	s.	d.	£	s.	d.
African males	1,100\$000	to 1,750\$000	123	15	0	to 196	17	6
Ditto females	950\$000	1,500\$000	106	17	6	168	15	0
Creole males	1,100\$000	1,600\$000	123	15	0	180	0	0
Ditto, with trades	1,500\$000	2,000\$000	168	15	0	225	0	0
Ditto females	1,050\$000	2,000\$000	118	2	6	225	0	0
Infants from birth to 5 years..	150\$000	400\$000	16	17	6	45	0	0
Children from 5 to 14 years ..	500\$000	1,700\$000	56	5	0	191	5	0

Average rate of exchange, 27d. per milrea.

British Consulate, Pernambuco, December 31, 1858.

(Signed) P. F. NEEDHAM, Acting Consul.

Inclosure 2 in No. 57.

RETURN of the Prices of Slaves within the District of the Vice-Consulate of Paraíba, during the half year ending December 31, 1858.

Description.	During the half-year ending June 30, 1858.				During the half-year ending December 31, 1858.			
	Currency.		Sterling.		Currency.		Sterling.	
	Reis.	Reis.	£ s. d.	£ s. d.	Reis.	Reis.	£ s. d.	£ s. d.
African Males	1,600\$	to 1,800\$	173 6 8	to 195 0 0	1,600\$	to 1,800\$	176 13 4	to 198 15 0
Ditto Females	1,500\$	1,800\$	162 10 0	195 0 0	1,500\$	1,800\$	165 12 6	198 15 0
Creole Males	1,600\$	1,800\$	173 6 8	195 0 0	1,600\$	1,800\$	176 13 4	198 15 0
Ditto Males with trades ..	1,800\$	2,000\$	195 0 0	206 13 4	1,800\$	2,000\$	198 15 0	220 16 8
Ditto Females	1,500\$	1,800\$	162 10 0	195 0 0	1,500\$	1,800\$	165 12 6	198 15 0
Infants under five years of age ..	300\$	500\$	32 10 0	54 3 4	300\$	500\$	33 2 6	55 2 4
Children above five years of age ..	500\$	1,000\$	54 3 4	108 6 8	500\$	1,000\$	55 4 2	110 8 4

British Vice-Consulate, Paraíba, December 31, 1858.

(Signed)

JAMES WETHERELL, Vice-Consul.

Inclosure 3 in No. 57.

RETURN of the Prices of Slaves within the District of the Vice-Consulate of Ceará, during the year ending December 31, 1858.

Description.	Currency.		Sterling.	
	Reis.	Reis.	£ s. d.	£ s. d.
African Males	1,300\$000	to 1,500\$000	140 16 8	to 162 10 0
Ditto Females	1,200\$000	1,400\$000	130 0 0	151 13 4
Creole Males	1,400\$000	1,600\$000	151 13 4	173 6 8
Ditto Males with trades ..	1,400\$000	1,800\$000	151 13 4	195 0 0
Ditto Females	1,300\$000	1,600\$000	140 16 8	173 6 8
Infants under 5 years ..	200\$000	1,000\$000	21 13 4	108 6 8
Infants from 5 to 12 years ..	1,000\$000	1,400\$000	108 6 8	151 13 4

British Vice-Consulate, Ceará, December 31, 1858.

(Signed)

J. W. STUDART, Vice-Consul.

BRAZIL. (Consular)—Rio Grande do Sul.

No. 58.

Consul Vereker to the Earl of Clarendon.—(Received September 3.)

My Lord,

Rio Grande do Sul, June 30, 1858.

I HAVE the honour to inclose a Return, showing the average prices of slaves in this province during the six-monthly period ended this day.

I have, &c.

(Signed) H. P. VEREKER.

Inclosure in No. 58.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, Brazil, during the Six Months ending 30th June, 1858, compared with the Prices in the preceding Half-Year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to				Difference in Price in last Six Months.	
	December 31, 1857.		June 30, 1858.		Increase.	Decrease.
	Currency.	Sterling.	Currency.	Sterling.	Sterling.	Sterling.
<i>Agricultural.</i>	Reis.	£ s. d.	Reis.	£ s. d.	£ s. d.	£ s. d.
Males	1,000\$000	108 6 8	1,040\$000	104 0 0	..	4 6 8
Females	950\$000	102 18 4	960\$000	96 0 0	..	6 18 4
<i>Domestic.</i>						
Males	1,300\$000	140 16 8	1,300\$000	130 0 0	..	10 16 8
Females	1,100\$000	119 3 4	1,100\$000	110 0 0	..	9 3 4
<i>Mining</i>	None.					
<i>Newly Imported</i> ..	None.					

Exchange to December 31, 1857, 26*d.* per milrei; and to June 30, 1858, 24*d.* per milrei.

British Consulate, Rio Grande do Sul, June 30, 1858.

(Signed) H. P. VEREKER, *Consul.*

No. 59.

Consul Vereker to the Earl of Clarendon.—(Received March 5, 1859.)

My Lord,

I HAVE the honour to inclose a Return, showing the average prices of slaves in this province during the six-monthly period ended this day.

I have, &c.
(Signed) H. P. VEREKER.

Rio Grande do Sul, December 31, 1858.

[Inclosure in No. 59.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, Brazil, during the Six Months ending 31st December, 1858, compared with the Prices in the preceding Half-Year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to				Difference in Price in last Six Months.	
	June 30, 1858.		December 31, 1858.		Increase.	Decrease.
	Currency.	Sterling.	Currency.	Sterling.	Sterling.	Sterling.
<i>Agricultural.</i>	Reis.	£ s. d.	Reis.	£ s. d.	£ s. d.	£ s. d.
Males	1,040\$000	104 0 0	1,250\$000	135 8 4	31 8 4	
Females	960\$000	96 0 0	1,100\$000	119 3 4	23 3 4	
<i>Domestic.</i>						
Males	1,300\$000	130 0 0	1,400\$000	151 13 4	21 13 4	
Females	1,100\$000	110 0 0	1,250\$000	135 8 4	25 8 4	
<i>Mining</i>	None.					
<i>Newly Imported</i> ..	None.					

British Consulate, Rio Grande do Sul, December 31, 1858.

(Signed) H. P. VEREKER, Consul.

BRAZIL. (*Consular.*)—*Rio de Janeiro.*

No. 60.

Consul Westwood to the Earl of Clarendon.—(Received April 19.)

My Lord,

Rio de Janeiro, March 12, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 8th ultimo,* having reference to mine of the 14th of December last, reporting certain proceedings connected with the slaves belonging to the Imperial Brazilian Mining Association.

I shall not fail to comply with your Lordship's instructions to continue to watch and report the proceedings of British Companies, or British subjects, in their dealings with slaves.

I have, &c.

(Signed) JNO. J. C. WESTWOOD.

No. 61.

Consul Westwood to the Earl of Malmesbury.—(Received June 14.)

My Lord,

Rio de Janeiro, April 20, 1858.

I HAVE the honour to transmit herewith a Return of the vessels that are reported to have arrived at this port from the Coast of Africa during the quarter ending on the 31st ultimo, and to state that there were no departures from Africa during the same period.

I have, &c.

(Signed) JNO. J. C. WESTWOOD.

* Class B, presented 1858, No. 147.

Inclosure in No. 61.

ARRIVALS at Rio de Janeiro from the Coast of Africa, during the Quarter ending March 31, 1858.

Date.	Description.	Name.	Master.	Nation.	Tonnage.	Crew.	Where from.	Passage.	Reported Nature of Cargo.
1858. February 19	Ship ..	Lusitania ..	J. A. de O. Braga..	Portuguese ..	400 ..	21	Angola ..	Days. 23	Ballast.
March 29	Brig ..	Palanque ..	Alex. J. Correa ..	Ditto ..	142 ..	13	Loanda ..	28	Sundries.

Rio de Janeiro, March 31, 1858.

(Signed) JNO. J. C. WESTWOOD, Consul.

No. 62.

Consul Westwood to the Earl of Malmesbury.—(Received June 14.)

My Lord,

Rio de Janeiro, May 10, 1858.

WITH reference to my despatch to Lord Clarendon of the 14th December last, and to his Lordship's reply dated the 8th of February,* I have now the honour to transmit herewith, for your Lordship's information, copy of a further report which I have made to Her Majesty's Minister at this Court relative to the proceedings connected with the slaves belonging to the Imperial Brazilian Mining Association.

I likewise inclose a copy of Mr. Scarlett's despatch to me, approving the letter which I addressed to the agents of the Association, with reference to the disposal of the negroes.

I have, &c.

(Signed)

JNO. J. C. WESTWOOD.

Inclosure 1 in No. 62.

Consul Westwood to Mr. Scarlett, April 30, 1858.

[See Inclosure 1 in No. 30.]

Inclosure 2 in No. 62.

Consul Westwood to Messrs. Mackay, Miller and Co., April 30, 1858.

[See Inclosure 2 in No. 30.]

Inclosure 3 in No. 62.

Mr. Scarlett to Consul Westwood, May 2, 1858.

[See Inclosure 3 in No. 30.]

No. 63.

Consul Westwood to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Rio de Janeiro, June 30, 1858.

I HAVE the honour to transmit herewith, for your Lordship's information, a Return showing the price of slaves in this province during the six months ending this day.

I have, &c.

(Signed)

JNO. J. C. WESTWOOD.

* Class B, presented 1858, Nos. 146 and 147.

Inclosure in No. 63.

RETURN showing the Price of Slaves in the Province of Rio de Janeiro, during the Half-Year ending June 30, 1858, as far as can be ascertained by Her Majesty's Consul at Rio de Janeiro.

Class of Slaves.	Price of Slaves.		Price of Slaves as per last Return, in Sterling.			
	In Currency.	In Sterling.				
<i>Agricultural.</i>	Reis.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Males	1,200\$000 to 2,000\$000	135 0 0 to 225 0 0	137 0 10 to 206 5 0			
Females	1,000\$000 1,500\$000	112 10 0 168 15 0	91 13 4 160 8 4			
<i>Mining.</i>						
Males	} About the same as Agricultural.					
Females						
<i>Domestic.</i>						
Males	1,200\$000 to 2,000\$000	135 0 0 to 225 0 0	114 11 8 to 229 3 4			
Females	1,000\$000 1,800\$000	112 10 0 202 10 0	114 11 8 183 6 8			
<i>Newly Imported.</i>						
Males	} None landed within the district of this Consulate during the last six months.					
Females						

Rio de Janeiro, June 30, 1858.

(Signed)

JNO. J. C. WESTWOOD, Consul.

No. 64.

Consul Westwood to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Rio de Janeiro, July 2, 1858.

I HAVE the honour to transmit herewith a Return of the vessels that are reported to have arrived at this port from the Coast of Africa during the quarter ending on the 30th ultimo; and also a List of the sailings for Africa during the same period.

I have, &c.

(Signed)

JNO. C. J. WESTWOOD.

Inclosure 1 in No. 64.

ARRIVALS at Rio de Janeiro from the Coast of Africa during the Quarter ending June 30, 1858.

Date.	Description.	Name.	Master.	Nation	Tonnage.	Crew	Where from.	Passage.	Reported Nature of Cargo.
1858. June 25	Schooner Brig	Caçador ..	M. F. Ferro ..	Portuguese ..	92	13	Loanda ..	Days. 40	Sundries.

Rio de Janeiro, June 30, 1858.

(Signed)

JNO. J. C. WESTWOOD, Consul.

Inclosure 2 in No. 64.

DEPARTURES from Rio de Janeiro for the Coast of Africa during the Quarter ending June 30, 1858.

Date.	Description.	Name.	Master.	Nation.	Tonnage.	Crew.	Where bound.	Reported Nature of Cargo.
1858. April 9	Brig ..	Confiança ..	J. da Silva..	Portuguese ..	264	12	Loanda ..	Sundries.
June 2	Brigantine ..	Paquete de Loanda ..	J. de S. Velho ..	Ditto ..	132	13	Benguella ..	Ditto.

Rio de Janeiro, June 30, 1858.

(Signed)

JNO. J. C. WESTWOOD, Consul.

No. 65.

Consul Westwood to the Earl of Malmesbury.—(*Received November 4.*)

My Lord.

Rio de Janeiro, October 2, 1858.

I HAVE the honour to transmit herewith a Return of the vessels that are reported to have sailed from this port for the Coast of Africa during the quarter ending on the 30th ultimo; and to report to your Lordship that there were no arrivals from Africa during the same period.

I have, &c.

(Signed) JNO. J. C. WESTWOOD.

Inclosure in No. 65.

DEPARTURES from Rio de Janeiro for the Coast of Africa during the Quarter ending September 30, 1858.

Date.	Description.	Name.	Master.	Nation.	Tonnage.	Crew.	Where Bound.	Reported Nature of Cargo.
1858. July 18	Brig	Palanque ..	A. S. Correa ..	Portuguese ..	200	14	Loanda	Sundries.
Sept. 5	Ditto	Ligeiro ..	A. P. Vasco ..	Ditto	366	14	Goa, via Coast of Africa ..	Ballast.

Rio de Janeiro, September 30, 1858.

(Signed)

JNO. J. C. WESTWOOD, Consul.

DENMARK (*Consular*)—*St. Thomas.*

No. 66.

Consul Lamb to the Earl of Malmesbury.—(Received March 4.)

My Lord,

St. Thomas, February 10, 1859.

I HAVE the honour to report to your Lordship that I have this day received a communication from the east part of the neighbouring Spanish Island of Porto Rico, informing me that, a few days ago, a barque, 350 tons, called the "*Majestad*," with an American and Spanish captain, thirty-four days from the Coast of Africa, with about 800 slaves (200 having been lost on the passage), was run on shore at Humacoa, a port on the east of the island, and the slaves taken possession of by the Spanish Government. I have every reason to believe that this information is correct, as also the report that a smaller cargo of slaves had been landed some time ago in safety, on the south coast of the island, and that both expeditions are for account of parties in the island of Porto Rico.

I doubt not your Lordship will receive details on this subject from Her Majesty's Consul at Porto Rico, but consider it my duty to report to your Lordship what has come to my knowledge. I have also reported same to the Naval Commander-in-chief on the station.

I have, &c.
(Signed) R. B. LAMB.

FRANCE.

No. 67.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, April 1 1858.

I TRANSMIT herewith, under flying seal, for your Excellency's information, a despatch which I have addressed to Mr. Bell, Her Majesty's Consul-General at Algiers,* directing him to furnish me with any observations which he may have to offer upon a report from Colonel Herman, respecting the introduction of slaves into the Algerine territory

I am, &c.
(Signed) MALMESBURY.

No. 68.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, April 9, 1858.

WITH reference to my despatch of the 25th ultimo,† I inclose, for your Excellency's information, the accompanying copies of two despatches and of their inclosures, one from Lord Napier, Her Majesty's Minister at Washington, the other from Mr. Mure, Her Majesty's Consul at New Orleans,‡ containing some observations respecting the scheme for the introduction of 2,500 negro apprentices into Louisiana, which has recently passed the House of Representatives of that State.

I am, &c.
(Signed) MALMESBURY.

No. 69.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, April 14, 1858.

I INCLOSE, for your Excellency's information, the accompanying copy of a despatch from Her Majesty's Consul at Martinique,§ on the subject of the French scheme for importing African labourers into that island.

I have only to observe to your Excellency that, although the precautions taken by the French authorities in order to ensure the proper treatment and welfare of the Africans introduced into their colonies under the Régis contract, are carefully devised and well-adapted to prevent abuse, yet the report of Mr. Lawless tends to show that it is, in effect, only another form of carrying on the Slave Trade, and that it affords direct encourage-

* No. 111.

† Ibid., Nos. 618 and 628.

† Class B, presented 1858, No. 192.

§ No. 113.

ment to the native slave-dealers to make war on their neighbours for the purpose of procuring slaves to supply the French demands.

I am, &c.
(Signed) MALMESBURY.

No. 70.

Earl Cowley to the Earl of Malmesbury.—(Received April 15.)

(Extract.)

Paris, April 14, 1858.

A DEPUTATION of the Society of Friends has been sent to Paris for the purpose of presenting a Memorial to the Emperor against the French system for obtaining free negro labour from the Coast of Africa. Count Walewski informs me that he received the gentlemen composing the Deputation a few days ago, and that he had promised to lay their Memorial before the Emperor. He profited by the opportunity, he added, to assure them that nothing could be further from the intention of the French Government than to countenance the Slave Trade under any form, and he entered into some details with them to show that, in the opinion of the Imperial Government, there was no foundation for the apprehensions entertained in England, that the procuring of free labour was an indirect encouragement of the Trade.

I took this occasion to renew the arguments which I have so often and so unsuccessfully employed before, to induce Count Walewski to reconsider the decision on which the French Government was acting; and I called his attention to the serious effects which the knowledge of the proceedings of the French Government was producing in the United States. I regret to say that I can perceive no signs of any change of opinion. His Excellency says, that he is fortified in his judgment by the approval with which it is met on the part of the Dutch and Danish Governments, which have both placed on record the opinion that the Slave Trade can only be exterminated by a successful system of free emigration. It is in vain that I reply that prisoners taken in war made for the purpose, who enrol themselves as French colonists under the fear of death or of perpetual slavery, are not free-emigrants. As his Excellency, however, declares that, if it can be proved to him that war is made for the purpose of supplying colonists for the French demands, the French Government would desist from their plan, it may be matter for consideration with Her Majesty's Government, whether a proposal might not be made to send a Mixed Commission to study the question on the spot.

No. 71.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, April 15, 1858.

WITH reference to my despatch of the 9th instant, I transmit, for your Excellency's information, the accompanying copy of a further despatch from Mr. Mure, Her Majesty's Consul at New Orleans,* reporting that the Bill for the introduction of 2,500 negro apprentices, which was passed by the House of Representatives of the State of Louisiana, has been rejected by the Senate of that State.

I am, &c.
(Signed) MALMESBURY.

No. 72.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, April 17, 1858.

I TRANSMIT herewith, for your Excellency's information, a copy of a Memorandum which I have received from Mr. McLeod, Her Majesty's Consul at Mozambique,† containing a Report upon the French scheme for procuring negro labourers for their

* No. 372.

† No. 164.

Colonies, as carried out on the East Coast of Africa; and I have to instruct your Excellency to call the attention of Count Walewski to that part of Mr. McLeod's Report in which he describes the cruelties practised by the Arab slave-dealers towards the slaves whom they bring from the African Continent to the Island of Madagascar, from whence they are shipped as free labourers on board French vessels to Réunion.

I am, &c.
(Signed) MALMESBURY.

No. 73.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, April 30, 1858.

HER Majesty's Government have had under their consideration your Excellency's despatches of the 23rd ultimo and 14th instant, reporting what passed at conversations which you had on two occasions with Count Walewski on the subject of the French scheme for procuring negroes on the African coast to be exported as free labourers to the French colonies.

On both occasions it appears that the French Minister, while differing entirely from the conclusions arrived at by Her Majesty's Government, viz., that the system now pursued by the French in procuring African labourers is a direct encouragement of the Slave Trade, expressed the readiness of the Imperial Government to desist from their present plan if it could be proved that war is made by the natives on one another, for the purpose of procuring the negroes who are supplied to the French agents as colonists.

Her Majesty's Government had hoped that the reports of the British authorities, and the information which has from time to time been communicated to your Excellency, would have been sufficient to have convinced the Imperial Government that it is impossible to procure from the African coast any considerable number of *bonâ fide* free labourers; and that the system now pursued by French agents, of purchasing slaves from the native Chiefs and traders, and then exporting them as free emigrants, tended not only directly to encourage the Slave Trade, but also to foster wars between the native tribes for the purpose of supplying the demands of the French agents for slaves; and if any further testimony were required on this subject, it is contained in the recent Message of the President of Liberia to the Legislature of that Republic, extracts of which are contained in a letter from Rear-Admiral Sir F. Grey to the Secretary to the Admiralty, of which I inclose to your Excellency a copy.*

I also inclose extracts of despatches bearing upon this subject, which I have received from Her Majesty's Consul at Lagos,† and I have to instruct your Excellency, in communicating the substance of these papers to the French Government, to state to Count Walewski, that, in order to obtain the most satisfactory information in reference to this matter, Her Majesty's Government would suggest that a Commission should be appointed, conjointly by Her Majesty's Government and the Government of His Imperial Majesty, to inquire on the spot, whether the system now pursued by French Agents on the African coast has tended to encourage wars between the native tribes, for the purpose of obtaining prisoners to supply the French emigrant-ships.

I am, &c.
(Signed) MALMESBURY.

No. 74.

Earl Cowley to the Earl of Malmesbury.—(Received May 5.)

My Lord,

Paris, May 4, 1858.

I HAVE the honour to transmit to your Lordship the copy of a note which I have addressed to Count Walewski on the subject of the system pursued by French agents for exporting negroes from Africa as free emigrants.

I have, &c.
(Signed) COWLEY.

* Class A, No. 117.

† Nos. 2 and 3.

Inclosure in No. 74.

Earl Cowley to Count Walewski.

M. le Ministre,

Paris, May 3, 1858.

I HAVE the honour to recall to your Excellency's recollection that, in the course of two late conversations between us on the subject of the scheme for procuring negroes on the African coast to be exported to the French colonies, I was assured that the Imperial Government were ready to desist from the further prosecution of that scheme, if it could be proved that war is made by the natives on one another for the purpose of procuring negroes who are supplied to the French agents as colonists.

Her Majesty's Government had hoped that the reports of the British authorities, and the information which I have had from time to time the honour to communicate to your Excellency in connection with this topic, would have been sufficient to have convinced the Imperial Government that it is impossible to procure from the African coast any considerable number of *bonâ fide* free labourers, and that the system now pursued by the French agents for purchasing slaves from the native Chiefs and traders, and then exporting them as free emigrants, tended not only directly to encourage the Slave Trade, but also to foster wars between the native tribes for the purpose of supplying the demands of the French agents.

Further testimony, which appears to Her Majesty's Government of a most conclusive character as to the evil effects of the system at present carried on, is to be found in a recent Message of the President of Liberia to the Legislature of that Republic, extracts of which, as contained in a letter from Rear-Admiral Sir Frederick Grey to the Secretary of the Admiralty, are herewith inclosed to your Excellency, together with copies of three despatches lately received from Her Majesty's Consul at Lagos, and bearing upon the subject.*

In communicating these papers to the French Government I am instructed by the Earl of Malmesbury to state to your Excellency that, in order to obtain the most satisfactory information in reference to this matter, Her Majesty's Government would suggest that a Commission should be appointed, conjointly by Her Majesty's Government and that of His Imperial Majesty, to inquire on the spot whether the system now pursued by the French agents on the African coast has tended to encourage wars between the native tribes for the purpose of obtaining prisoners to supply the French emigrant-ships.

I have, &c.
(Signed) COWLEY.

No. 75.

Earl Cowley to the Earl of Malmesbury.—(Received May 12.)

(Extract.)

Paris, May 10, 1858.

IN my despatch of the 4th instant I had the honour to inclose to your Lordship copy of a note which I had addressed to Count Walewski, after the receipt of your Lordship's despatch of the 30th ultimo, proposing to the French Government the nomination of a Mixed Commission to inquire, on the spot, whether the system now pursued by French agents on the African coast has tended to encourage war between the native tribes for the purpose of obtaining prisoners to supply the French emigrant-ships.

I have now the honour to inclose a copy of Count Walewski's reply, from which your Lordship will see that his Excellency is disposed to recommend to the Emperor to institute a general inquiry as to whether the operations carried on by the French Government on the Coast of Africa offer any encouragement to the Slave Trade.

With regard to Count Walewski's remark, that the Government of the Netherlands, far from looking upon the French operations as of a nature to propagate the

* Nos. 2 and 3; and Class A, No. 117.

Trade, consider them as the only likely means to put an end to that shameful Traffic, I would suggest that inquiry should be made at the Hague whether the nature of the French operations is fully known there; and whether the declaration of the Netherlands' Government has not simply been the general one, that the only means of putting an end to the Slave Trade is to induce the negroes to emigrate voluntarily.

Inclosure in No. 75.

Count Walewski to Earl Cowley.

(Extrait.)

Paris, le 8 Mai, 1858.

J'AI reçu, avec ses annexes, la lettre que votre Excellence m'a fait l'honneur de m'adresser sous la date du 3 de ce mois, au sujet du recrutement de travailleurs auquel le Gouvernement de l'Empereur fait procéder en ce moment à la côte d'Afrique.

J'aurai soin de prendre les ordres de l'Empereur sur la proposition que vous avez été chargé de me communiquer; mais je crois devoir vous faire remarquer, dès à présent, que, dans nos entretiens à cet égard, j'ai seulement exprimé l'avis que le Gouvernement de Sa Majesté pourrait consentir à rechercher si nos opérations sont un encouragement offert à la Traite des Noirs, et que je n'ai pas entendu qu'il pourrait y avoir lieu exclusivement d'examiner si elles ont pour effet de provoquer des guerres entre les tribus indigènes dans le but de faire des prisonniers pour les céder aux recruteurs Français. Ce sera donc dans ces termes que j'aurai l'honneur de présenter à Sa Majesté Impériale les ouvertures qui font l'objet de la lettre de votre Excellence. Je rappellerai également qu'à l'appui de la manière du Gouvernement de l'Empereur d'apprécier le caractère des engagements que nous recherchons à la côte d'Afrique, j'ai invoqué l'avis du Gouvernement des Pays Bas, qui, loin d'envisager nos opérations comme de nature à propager la Traite, les considère comme l'unique moyen propre à mettre fin à ce haïssable Trafic.

No. 76.

The Earl of Malmesbury to Earl Cowley.

(Extract.)

Foreign Office, May 15, 1858.

I HAVE received your Excellency's despatch of the 10th instant, inclosing a copy of the answer returned by Count Walewski to the note which you addressed to his Excellency on the 3rd instant, proposing the nomination of a Mixed Commission to inquire, on the spot, whether the system now pursued by French agents on the African coast has tended to encourage wars between the native tribes for the purpose of obtaining prisoners to supply the French emigrant-ships.

The statements contained in the French Minister's note, with regard to the favourable manner in which the Government of the Netherlands views the French scheme for procuring labourers on the African coast, render it more than ever necessary that the questions connected with this French Emigration Scheme should be referred to a Mixed Commission.

No. 77.

The Earl of Malmesbury to Earl Cowley.

(Extract.)

Foreign Office, May 18, 1858.

I INCLOSE for your Excellency's information an extract of a despatch which I have received from Mr. Campbell, Her Majesty's Consul at Lagos,* reporting that the attempt of M. Régis to purchase slaves at Whydah has not been renewed.

* No. 5.

No. 78.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, June 5, 1858.

I HAVE to state to your Excellency, with reference to my despatch of the 15th ultimo, that I should be glad to learn, as early as may be possible, the decision of the French Government with regard to the proposal which your Excellency was instructed to make for the establishment of a Joint Commission to inquire whether the proceedings of the French Emigration Agents on the African coast have the effect of encouraging the Slave Trade.

I have, &c.
(Signed) MALMESBURY.

No. 79.

Earl Cowley to the Earl of Malmesbury.—(Received June 24.)

My Lord,

Paris, June 22, 1858.

I COMMUNICATED yesterday to Count Walewski, as instructed by your Lordship's despatch of the 12th instant, the papers therein inclosed relating to the seizure of the French ship "Regina Coeli," and the murder of her crew by the negroes who had been shipped on board that vessel as free emigrants, and to the recapture of that ship by the contract packet "Ethiopian."

Count Walewski said, that the papers which he had received gave a very different account of the transaction from those which I showed him. He had sent the whole of them, he added, to the Duke of Malakoff, for communication to your Lordship.

Count Walewski stated particularly that the French naval officers, who had eventually taken possession of the "Regina Coeli," denied the fact that manacles of any description had been found on board, or that there was any appearance on the wrists of the negroes of their having been handcuffed.

I have, &c.
(Signed) COWLEY.

No. 80.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, June 26, 1858.

I TRANSMIT herewith, for your Excellency's information, a copy of a despatch which I have received from Her Majesty's Consul-General in Tripoli,* inclosing a translation of a petition presented by the merchants of Fezzan and Ghadames to the Pasha of Tripoli, and also a copy of a letter from the British Vice-Consul at Bengazi, on the subject of the introduction of slaves into the Algerine territory.

I am, &c.
(Signed) MALMESBURY.

* No. 272.

No. 81.

Earl Cowley to the Earl of Malmesbury.—(Received June 29.)

My Lord,

Paris, June 28, 1858.

I HAVE read to Count Walewski your Lordship's despatch of the 22nd instant, respecting the conduct of Mr. Croft, Captain of the African packet "Ethiope," and his Excellency expressed himself satisfied with the assurances therein given, of the sentiments and intentions of Her Majesty's Government.

I have, &c.

(Signed) COWLEY.

No. 82.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, July 16, 1858.

I TRANSMIT herewith, for your Excellency's information, copies of a letter and and its inclosures, from Commodore Wise, to the Secretary to the Admiralty,* which have been communicated to me by that Department, reporting the circumstances under which a native boat under French colours was boarded by a boat from Her Majesty's steamer "Vesuvius."

I am, &c.

(Signed) MALMESBURY.

No. 83.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, July 20, 1858.

TO your Excellency, so long and so thoroughly versed, both by study and personal experience, in the events of our modern history, it is needless to recapitulate the obstinate and irritating disputes that have been carried on between this country and other maritime States on the right of search or visit.

These have repeatedly brought us to the verge of war, and even when our claims were silently dropped, or as silently admitted, and hostilities thereby avoided, the past discussion did not fail to inflict on the national pride of our allies a rankling wound of the most painful character.

It suffices at present that your Excellency should be aware that recent events in the West Indies have formed the subject of remonstrance on the part of the Government of the United States, in regard to the question of the right of ships of war to verify the nationality of merchant-vessels. Communications have in consequence taken place between the two Governments, which I trust may lead to the adoption by all maritime nations of the world, of some measure calculated to put an end to those international disputes, which, for above half-a-century, have been so frequent and so dangerous to all maritime States, and to place this long-vexed question upon a sound and satisfactory footing.

Before proceeding further, however, Her Majesty's Government desire to be informed whether the French Government are disposed, as one of the Powers deeply interested in this question, to consider with Her Majesty's Government the basis on which it can for the future be placed. If so, your Excellency will bring to the knowledge of Count Walewski the principles of international law which Her Majesty's Government recognize, which they admitted to the American Government on the occasion above referred to, and which I will now recapitulate.

Her Majesty's Government acknowledge the undoubted right of every vessel navigating lawfully under any flag to be exempt from the visit of a ship of war of another country; and they concur in the view stated by General Cass, in a note addressed by him to Lord Napier, on the 10th of April last, and laid before Congress, that "a merchant-

* Class A, No. 123.

vessel upon the high seas is protected by her national character. He who forcibly enters her, does so upon his own responsibility. Undoubtedly, if a vessel assume a national character to which she is not entitled, and is sailing under false colours, she cannot be protected by this assumption of a nationality to which she has no claim. As the identity of a person must be determined by the officer bearing a process for his arrest, and determined at the risk of such officer, so must the national identity of a vessel be determined at like hazard to him who, doubting the flag she displays, searches her to ascertain her true character. There, no doubt, may be circumstances which would go far to modify the complaints a nation would have a right to make for such a violation of its sovereignty. If the boarding officer had just grounds for suspicion, and deported himself with propriety in the performance of his task, doing no injury, and peaceably retiring when satisfied of his error, no nation would make such an act the subject of serious reclamation."

Her Majesty's Government, however, think it indispensable to civilisation and to the police of the high seas, that there should exist, practically, a recognized, but limited, power of verifying the nationality of vessels suspected, on good grounds, of carrying false colours; and that some mutual regulations should be adopted, by which the officers of ships of war of all States should be enabled to verify the nationality of a suspicious ship.

The Government of the United States have intimated that, entering fully into the importance of this object, they are willing to give their consideration to any proposal with this view which Her Majesty's Government might suggest. The same subject has already, to a certain extent, received the consideration of the Imperial Government, in its communications with that of Her Majesty.

In the despatch from Count Walewski to Baron de Malaret, of which a copy was transmitted to your Excellency in my despatch of the 28th of May last, the right of ships of war to verify the nationality of any merchant-vessel met with at sea, is acknowledged by the French Government.

In time of peace, however, the Imperial Government would seem to contend that this right should be limited to compelling a vessel to hoist her flag; but it is admitted that in certain cases ships of war have a right to verify the flag, on the understanding always that they are not to impede the vessel's voyage. The French Minister of Marine, as stated by Count Walewski, gives it as his opinion that, for a British officer to believe himself authorized to go on board a vessel that has hoisted the French colours, the proceedings of such vessel must be very suspicious; and he adds, that such an act can scarcely become necessary, except in the case of suspicion or fraud, the indications of which are so numerous and well-founded as, apart from the question of colours, to reveal to the eyes of a sailor the true nationality of such vessel.

It thus appears that there is, to a considerable extent, an identity of views on this important subject between Great Britain, France, and the United States; and Her Majesty's Government, believing that the present is an advantageous moment for settling once and for all so great a question, and establishing the regulations by which the police of the seas shall be maintained, and the freedom of every flag secured from unnecessary interruption, is anxious to come to an understanding with the Imperial Government as to the agreement to be made in the first instance between themselves for establishing an identical code of orders in the French and British navies, which, when so established, may be subsequently submitted for adoption by the United States and by the whole civilised world.

The first question to be considered is, how far a ship of war, which is assumed to have a right to make a merchant-vessel show her colours, and so declare her nationality, has a power to enforce that right; and, secondly, when a merchant-ship displays her colours, how is a ship of war to verify the nationality claimed, should her honesty be suspected?

Her Majesty's Government cannot doubt that the Government of His Imperial Majesty will consider this a question of such importance to the security of commerce, to the honour of national flags now prostituted by piracy, and to the cause of general peace, as to merit their early and serious consideration; and your Excellency will lose no time in ascertaining the views entertained thereon by the French Government.

Your Excellency will read this despatch to Count Walewski, and leave him a copy.

I am, &c.

(Signed) MALMESBURY.

No. 84.

The Earl of Malmesbury to Earl Cowley.

(Extract.)

Foreign Office, July 20, 1858.

WITH reference to my previous despatch of this day's date, I transmit to your Excellency herewith, for your information, copies of my correspondence with Lord Napier, as noted in the margin,* upon the question of the right of visit.

No. 85.

Earl Cowley to the Earl of Malmesbury.—(Received July 25.)

My Lord,

Paris, July 24, 1858.

I LOST no time in communicating to Count Walewski your Lordship's very important despatch of the 20th instant, inviting the French Government to aid Her Majesty's Government in concerting regulations for the settlement of that long-vexed maritime question known by the name of the "right of search."

I placed a copy of this despatch in Count Walewski's hands, and I remarked upon the honour which must redound to any statesman who succeeded in settling one of the most difficult political problems of modern times.

Count Walewski said that he had already heard on this subject from the United States, and that he would give his attentive consideration to your Lordship's despatch. He thought that an arrangement between the two Governments was possible, but before saying anything officially upon the subject he must consult the Minister of Marine.

The difficulty, his Excellency observed, laid in the second question propounded in your Lordship's despatch, for he believed that the principle raised in the first was universally acknowledged, viz., that a ship of war might compel a merchant-ship to show her colours. With regard to the second question, his Excellency was not disposed to deny that, under suspicious circumstances, an officer commanding a man-of-war might board a ship, and demand her papers, but the responsibility of the act must rest with the officer, and a ship detained unlawfully by the proceeding might claim damages. This was a principle which the French Government would certainly assert.

I have, &c.

(Signed) COWLEY.

No. 36.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, July 26, 1858.

I HAVE received your Excellency's despatch of the 24th instant, reporting the observations made to you by Count Walewski on your communicating to his Excellency my despatch of the 20th instant, upon the question of the right of visit.

Your Excellency will impress upon Count Walewski that the great object to be attained in this matter, is that the orders for ships of war, as proposed to be established by a Code of Instructions, should be identical in the British and French, and in foreign navies, and that thus the honour of all nations should be preserved.

I am, &c.

(Signed) MALMESBURY.

No. 87.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, July 29, 1858.

I TRANSMIT to your Excellency herewith a copy of a despatch which I have received from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda,* containing a report upon the state of the Slave Trade in the neighbourhood of the Portuguese possessions on the West Coast of Africa; and I have to call your Excellency's attention to the paragraphs 13, 14, 15, 16, 17, 18, 19, and 20 of Mr. Gabriel's despatch, which relate to the proceedings of French agents on the African coast, and show the evil effects of the system pursued by the French of purchasing slaves, with the view to their exportation as free labourers.

Your Excellency will make use of the information contained in this report in any communications which you may have with the French Government on the subject of the French scheme for procuring labourers from Africa.

I am, &c.
(Signed) MALMESBURY.

No. 88.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, August 25, 1858.

WITH reference to my despatch of the 26th of June last, I inclose, for your Excellency's information, the accompanying copies of a despatch, and its inclosure, from Her Majesty's Acting Consul-General at Tripoli,† relative to the introduction of slaves into the Algerine territory.

I am, &c.
(Signed) MALMESBURY.

No. 89.

Earl Cowley to the Earl of Malmesbury.—(Received September 7.)

My Lord,

Paris, September 6, 1858.

IN answer to an inquiry which I put to him this morning, M. Benedetti informed me that papers were sent to the Duc de Malakoff two days ago, which will enable that Ambassador to make a proposal to Her Majesty's Government for the settlement of the vexed question of the right of visit.

I have, &c.
(Signed) COWLEY.

No. 90.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, October 2, 1858.

I TRANSMIT to your Excellency herewith a copy of a despatch from Mr. Plowden, Her Majesty's Consul in Abyssinia,‡ reporting the measures adopted by the King of Abyssinia for the purpose of checking the export of slaves from his dominions; and I have to instruct your Excellency to communicate to the French Government the information contained in Mr. Plowden's despatch.

I have, &c.
(Signed) MALMESBURY.

* Class A, Nos. 67.

† No. 274.

‡ No. 295.

Earl Cowley to the Earl of Malmesbury.—(Received October 4.)

(Extract.)

Paris, October 3, 1858.

WHEN I first conversed with Count Walewski on this subject, his Excellency, as your Lordship is aware, treated it on the point of the legality of the capture of the vessel in question; he maintaining that the seizure had been effected out of Portuguese waters, for an infraction of the commercial laws of Portugal, and, therefore, that the Portuguese tribunals were incompetent to confirm the seizure. It seems now that, at a Council of Ministers held yesterday morning, and presided over by the Emperor, the fact that the vessel had been condemned as a slaver was first broached, and it was decided that the condemnation as a slaver of a French ship, having a Government delegate on board, authorized to hire African labourers, was tantamount to connecting the Imperial Government with the Traffic in Slaves, and was derogatory to the honour of France. It was resolved, that the release of the "Charles et Georges," and of her captain, should be peremptorily demanded and insisted upon.

Your Lordship will not, I feel certain, suppose that I have any wish to palliate or defend the proceedings of the French Government in procuring African labour, if I venture to say that, determined as is the French Government to maintain that those proceedings do not involve a breach of their solemn declaration against the Slave Trade, they should feel deeply humiliated by a judgment which virtually makes them participators in that infamous traffic. I cannot, therefore, hope that the decision taken at the Council yesterday will be revoked. I have asked Count Walewski whether he would be willing to refer the affair to the arbitration of a friendly Power. He has not, as yet, given me an answer, but I have little expectation that my suggestion will be attended to.

Count Walewski is gone into the country for two or three days, but I hope to see his Excellency again on Tuesday. In the meantime he has informed me that the instructions to the French Minister at Lisbon will not be sent for a day or two.

I should add, that Count Walewski stated to me yesterday that the report of the "Comité des Contentieux," to whom I apprised your Lordship the whole question had been referred, would be adverse to the pretensions of Portugal on every point. Nevertheless, his Excellency said, this might have been matter of discussion with the Portuguese Government had the "Charles et Georges" not been condemned as a slaver.

No. 92.

Earl Cowley to the Earl of Malmesbury.

(Telegraphic.)

Paris, October 5, 1858, 1 A.M.

I REGRET to have to acquaint your Lordship that the French Government decline to submit to arbitration their differences with Portugal in the case of the "Charles et Georges."

No. 94.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, October 23, 1858.

I INCLOSE for your Excellency's information copies of a despatch, and its inclosures, from the Governor of the Windward Islands, which has been communicated to me by the Secretary of State for the Colonies, reporting the arrival at St. Lucia of the French war-steamer "Acheron," in pursuit of eight Africans who had effected their escape from Martinique, whither they had been conveyed as free emigrants.

I am, &c.

(Signed) MALMESBURY.

Inclosure 1 in No. 94.

Governor Hincks to Sir E. B. Lytton.

Sir, *Windward Islands, Barbadoes, August 31, 1858.*
 I HAVE the honour to transmit to you the copy of a despatch from Mr. Breen, reporting the arrival of the French war-steamer "Acheron" at the port of Castries, in pursuit of escaped Africans. I may observe that in calling for and transmitting these reports my object is simply to keep you fully informed, on the most reliable authority, of the results of the French emigration system.

It is to be presumed from Mr. Breen's report, that the twenty-three unfortunate Kroomen who were pursued by the French steamer "Lucifer" were all drowned, and those who are the subject of the present despatch have probably met a similar fate.

I have, &c.
 (Signed) F. HINCKS.

Inclosure 2 in No. 94.

Mr. Breen to Governor Hincks.

Sir, *St. Lucia, August 23, 1858.*
 I HAVE the honour to report, for your Excellency's information, that at 5 o'clock this morning, the French war-steamer "Acheron" came to anchor at the entrance to the port of Castries. At 8 o'clock one of the officers presented himself at my residence and informed me that he had been sent by the commander to pay his respects.

2. The officer then stated that in the night of Saturday the 21st August, eight Africans had effected their escape from Martinique, and that on the following morning the "Acheron" was sent in pursuit of them, but that they had not discovered any trace of them. I inquired if the Africans were "Kroomen," and he said he did not know; that they were "des engagés," that is, under contract of service as labourers.

3. On inquiring whether any information had been obtained respecting the fate of the twenty-three Kroomen whom the "Lucifer" had been sent in pursuit of some time ago, the officer stated that on the return of that vessel to Martinique, the commander reported that, at some distance from the coast of Martinique, he found a canoe upset, and several dead bodies strewn about.

4. The officer did not make any inquiries as to whether the Africans he was in pursuit of had reached St. Lucia, and after a few minutes' conversation he retired. The "Acheron" put to sea again at 9 o'clock A.M.

I have, &c.
 (Signed) HENRY A. BREEN,
Administrator of the Government.

No. 96.

The Earl of Malmesbury to Earl Cowley.

(Extract.) *Foreign Office, November 16, 1858.*
 I FORWARD herewith a copy of a report made to Her Majesty's Government by the Commander-in-chief of Her Majesty's naval forces on the African station, relative to the Slave Trade.*

The facts therein described being reported solely for the information of Her Majesty's Government, I do not propose to found upon them any representation to the Governments of France or of the United States; but it is due to those Governments that they should be made aware of details which prove the continued existence of Slave Traffic on the Coast of Africa, and the encouragement which has been given to that Traffic by the fraudulent conduct of persons assuming foreign protection.

The abuse of a national flag, and the use of fraudulent papers, or even of legitimate papers obtained for fraudulent purposes, has been rendered so apparent, that Her Majesty's Government must needs believe that the honour of all great maritime nations is involved in putting an end to such piratical practices.

I will not permit myself to doubt that the enlightened Government of France can take any other than a just view of this matter; and I feel confident that a confidential commu-

* Class A, No. 142.

nication of the facts detailed by Admiral Grey will induce the French Government to consider seriously how far the interests of legitimate commerce, of national honour, and of general humanity, are bound up in one comprehensive scheme for verifying the flags and papers of merchant-vessels of all countries.

Your Excellency will accordingly make known to Count Walewski the contents of Admiral Grey's Report, in order that features affecting very materially the question under consideration of the right of visit, may not be lost sight of in treating a subject of such intense interest.

No. 97.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, November 23, 1858.

I TRANSMIT to your Excellency herewith a copy of a despatch from Mr. Lawless, Her Majesty's Consul at Martinique,* reporting the arrival in that island of a cargo of coolie immigrants from India; and I have to instruct your Excellency to communicate a copy of this despatch to His Imperial Highness Prince Napoleon, as head of the Commission for inquiring into the system now pursued by the French Government for procuring labourers for their Colonies.

I have, &c.
(Signed) COWLEY.

No. 98.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, November 27, 1858.

I TRANSMIT to your Excellency, for your information, extracts of two despatches from Commodore Wise,† reporting on the Slave Trade on the West Coast of Africa, and on the manner in which the French emigration scheme is conducted.

I am, &c.
(Signed) MALMESBURY.

No. 99.

The Earl of Malmesbury to Earl Cowley.

(Extract.)

Foreign Office, December 4, 1858.

WITH reference to my despatch of the 25th of August last, I inclose, for your Excellency's information, copy of a despatch from Mr. Reade, Acting British Consul-General at Tripoli, relating to the introduction of slaves into the Algerine territory.‡

No. 100.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, December 4, 1858.

I TRANSMIT herewith, for your Excellency's information, copies of two despatches from the British Agent at Zanzibar to the Secretary to the Government of Bombay, reporting the proceedings of the French in carrying out their emigration scheme on the East Coast of Africa, and inclosing copies of a correspondence on this subject between the Governor of Réunion and the Sultan of Zanzibar.

I am, &c.
(Signed) MALMESBURY.

* No. 116.

† Class A, Nos. 131 and 138.

‡ No. 281.

§ Laid before Parliament during the past Session by the India Board.

No. 101.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, December 16, 1858.

I TRANSMIT to your Excellency the accompanying extracts of a letter from Commander Hunt, of Her Majesty's ship "Alecto,"* inclosing copies of a correspondence which has passed between him and the Liberian authorities, on the occasion of his being applied to by the Liberian Government for his assistance to prevent a French vessel from shipping negroes from the Liberian territory in violation of the laws of that Republic.

Your Excellency will communicate the contents of the inclosed papers to the French Government for the use, if they think fit, of the Commission appointed to report upon the working of the French emigration scheme.

I am, &c.
(Signed) MALMESBURY.

No. 102.

The Earl of Malmesbury to Earl Cowley.

(Extract.)

Foreign Office, December 16, 1858.

I TRANSMIT to your Excellency copies of two despatches† from the British Agent at Zanzibar; one containing general information respecting the proceedings of French vessels on the East Coast of Africa, and the other forwarding a translation of an Arabic letter addressed to the Sultan of Zanzibar in April 1857, by M. Runtoné, one of the principal merchants of the Island of Réunion, urging his Highness to permit the shipment of slaves from his territories for employment in the French colonies, and offering his Highness a participation in the profit to be derived from the purchase and sale of slaves.

Your Excellency will communicate the contents of M. Runtoné's letter to the French Government as an evidence of the effect of the French emigration scheme.

No. 103.

The Earl of Malmesbury to Earl Cowley.

(Extract.)

Foreign Office, December 18, 1858.

I TRANSMIT to your Excellency herewith a copy of a despatch from Her Majesty's Consul at Martinique,‡ reporting the arrival in that island of the American barque "Lawrence," having on board 126 African labourers, being part of a cargo brought from the coast of Africa to French Guiana by the French ship "Joseph."

Your Excellency will observe that the shipment of these negroes from the coast of Africa would appear to have been a private speculation, and not under any contract with the French Government.

No. 104.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, December 30, 1858.

WITH reference to my despatch of the 16th instant, I transmit, for your Excellency's information, copies of a letter and its inclosures from Commander Hunt, of Her Majesty's ship "Alecto,"§ containing further intelligence respecting his proceedings in the case of the French emigrant-ship "Phoenix," off the coast of Liberia.

Your Excellency will use your discretion with regard to any parts of this correspondence which you may think it advisable to communicate to the French Government.

I am, &c.
(Signed) MALMESBURY.

* Class A, No. 147.

† Laid before Parliament during the past Session by the India Board.

‡ No. 117.

§ Class A, No. 148.

No. 106.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, January 11, 1859.

WITH reference to my despatch of the 18th December, I inclose for your Excellency's information a copy of a despatch from Her Majesty's Consul at Martinique,* reporting the arrival in that island of a further cargo of African labourers on board the French ship "La Ville d'Aigues Mortes."

I am, &c.
(Signed) MALMESBURY.

No. 108.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, February 17, 1859.

WITH reference to my despatch of the 11th ultimo, I transmit to your Excellency herewith a copy of a further despatch from Her Majesty's Consul in the Island of Martinique, reporting the arrival there, from the West Coast of Africa, of the French ship "Van Dyck," with a cargo of African immigrants.†

I am, &c.
(Signed) MALMESBURY.

No. 109.

The Earl of Malmesbury to Earl Cowley.

My Lord,

Foreign Office, February 17, 1859.

WITH reference to my despatch of the 23rd of November last, I transmit to your Excellency herewith a copy of a further despatch from Her Majesty's Consul in the Island of Martinique, reporting the arrival there of the French ship "Nicholas Poussin," with a cargo of coolie immigrants from Pondichery.‡

I am, &c.
(Signed) MALMESBURY.

No. 110.

The Earl of Malmesbury to Viscount Chelsea.

My Lord,

Foreign Office, February 26, 1859.

WITH reference to the despatches which I have at various times addressed to Lord Cowley, communicating to his Excellency copies of reports received from Her Majesty's naval officers on the African coast on the subject of the French emigration scheme, I now transmit, for your Lordship's information, copies of a letter and its inclosures, from Commodore Wise, which have been communicated to me by the Admiralty, containing further information on the same subject.§

I am, &c.
(Signed) MALMESBURY.

* No. 118.

† No. 120.
§ Class A, No. 163.

‡ No. 119.

FRANCE (*Consular*)—*Algiers*.

No. 111.

The Earl of Malmesbury to Consul-General Bell.

(Extract.)

Foreign Office, April 1, 1858.

I TRANSMIT to you herewith an extract of a report which I have received from Colonel Herman, Her Majesty's Consul-General in Tripoli,* containing some observations with regard to the new direction which the Traffic in African slaves has taken since the promulgation of the Sultan's Decree prohibiting the exportation of slaves from that Regency.

No. 112.

The Earl of Malmesbury to Consul-General Bell.

Sir,

Foreign Office, May 4, 1858.

I TRANSMIT herewith, for your information, a copy of despatch which I have received from Colonel Herman, Her Majesty's Consul-General at Tripoli,† containing some observations in reply to the comments made by you on the statements of Mr. Fremieux, the Acting British Vice-Consul at Mourzuk, relative to the introduction of slaves into the Algerine territory.

I am, &c.
(Signed) MALMESBURY.

FRANCE. (*Consular*)—*Martinique*.

No. 113.

Consul Lawless to the Earl of Clarendon.—(Received April 5.)

(Extract.)

St. Pierre, February 28, 1858.

I BEG to lay before your Lordship such information as I have been able to obtain on the subject of the treatment of the Africans introduced into this island under the Regis contract, and which I consider to be strictly accurate.

It is stipulated in the contract between Messrs. Regis and the French Government that the usual quarantine regulations are to be waived in favour of their vessels coming to this island with immigrants from Africa. In consequence, on the arrival of the ship in which they are conveyed, the immigrants are landed without any delay, and are taken to a place of dépôt where they are immediately examined by the medical authorities, by whom such as manifest any symptoms of disease are at once sent to the public infirmary. They are next inspected by the Special Commissary of Immigration, an officer in the pay of the Government, who, aided by an interpreter, assures himself of the number and the identity of the immigrants, by means of a nominative and descriptive ("signalétique") list, which is sent by the agent of the French Government, in Africa, to the Governor of this island. He likewise registers the births and deaths that have occurred during the voyage, and he inquires fully into the causes of the mortalities that are so reported to him. It is the duty of this officer also to ascertain whether the immigrants have been well treated on board, and the regulations in respect to diet and medical attendance properly complied with during the voyage. He then proceeds to enter the names of all the immigrants in a matriculation register, and they are afterwards divided into lots of tens, to be apportioned to the planters; and great care is taken in order that families, and even friends, may not be separated. From three to six days are required to make the above detailed arrangements; and I should perhaps here remark to your Lordship that the duties which thus devolve upon the Special Commissary are not gone through as mere formalities, for I have been a witness to the strict and patient manner in which they are discharged by him. The immigrants are now distributed among the proprietors who have applied for them. Until this is done they are not allowed to leave the place of dépôt, which is a large building, lately erected for the purpose by the Local Government, close by the sea, near the dockyard at Fort de France, the political capital of this island. The necessity of this measure, to enable the Commissary of Immigration to get through his duties speedily, is obvious. The immigrants cannot, however, be said to be in confinement, in the usual acceptation of the word; nor are they treated as prisoners, for the measures that are observed in their regard are not even of a nature to prevent their egress from the place of dépôt, if they were disposed to make their escape. In confirmation of this statement I may be allowed to mention that, until the building at Fort de France was erected, all the immigrants introduced into the colony were landed at this port (Saint Pierre), and on such occasions the place of dépôt usually chosen for their reception by the authorities, was the public bath establishment.

The immigrants are not allowed to choose their employers, but are distributed among such proprietors as can furnish the guarantees of respectability ("honorabilité") and solvency, which the authorities consider requisite to ensure the proper working of the system.

The proprietors who desire to obtain immigrants must send in their applications to the Administration beforehand, accompanied by a statement, certified by the Mayor of his parish, showing the name and extent of the estate, or estates, upon which he purposes to employ these labourers; and the number of hogsheads of sugar, or pounds weight of coffee, &c., made thereon during the preceding year. If the claimant be possessed of the necessary practical and pecuniary requirements, his application is numbered according to

date, and entered in a register kept for that purpose by the Commissary of Immigration. A list of the applications so registered, and the number of emigrants applied for by each proprietor, is published, from time to time, in the official journal, for general information. The distribution of the immigrants to the proprietors thus qualified is made in the following manner:—The immigrants are divided into lots of tens, as already mentioned, and each lot is numbered. A corresponding proportion of tickets, with numbers to suit, are placed in a box, from which they are drawn by the different proprietors, in order of priority of inscription on the register kept by the Commissary of Immigration; but no proprietor can receive more than two lots, or twenty labourers, from each ship-load, for the same estate, however important the nature of his demand may be. This mode of proceeding conciliates the interests of both the immigrants and their employers, while feelings of jealousy are avoided, and any suspicion of partiality on the part of the Administration is, at the same time, prevented.

I have now to state to your Lordship the conditions of a pecuniary nature, subject to which the services of the immigrants are secured to the colony, and the proportionate part of the expenses of their introduction, which the Government and the proprietors support. In accordance with the terms of their contract with the Home Government, Messrs. Regis are entitled to receive from the colony, for each adult labourer landed at Martinique, after such labourer has been indented to the proprietor to whom he is allotted by the Administration, a sum of 500 francs, viz. :—

- 200 francs, being the amount of their stated disbursements for the immigrant's use in Africa (I shall presently explain to your Lordship the nature of this disbursement).
- 300 francs, the premium given them, as compensation for their pains and trouble, by the Government.

500 francs.

From this sum of 500 francs a deduction of 3 per cent. is made for the benefit of the Naval Pension Fund (*Caisse des Invalides de la Marine*). The first-mentioned sum of 200 francs is repaid the Government by the proprietor before he receives the immigrants allotted to him, together with a sum of 30 francs, which is termed "registration fees," on taking up the indenture of each immigrant. Of the remaining 300 francs so advanced in the first instance by the Government, the proprietor is obliged to reimburse a further sum of 200 francs in three equal payments, to be made in each twelve, twenty-four, and thirty-six months; he is also required to pay a "proportional duty" ("*droit proportionnel*") of six francs per annum, in half-yearly instalments, being a tax at the rate of 5 per cent. on the yearly wages of one engaged labourer. This tax, as well as the registration fees, is, however, appropriated to the increase of the Immigration Fund. In case of the immigrant's death within the period of his engagement, the proportional duty ceases; but not the obligation to complete the reimbursement of the 200 francs, which must be paid regardless of that contingency. But, on the other hand, the proprietor is entitled to receive out of the immigrant's wages the 200 francs which Messrs. Regis are reputed to have paid for his use in Africa; and a deduction of three francs per month is made from each adult immigrant's salary until this sum of 500, I mean 200 francs is paid.

Your Lordship will remark from the foregoing details that the 500 francs allowed to Messrs. Regis for each adult immigrant are, in point of fact, supported as follows :—

100 francs by the Government, 200 francs by the proprietor, and 200 francs by the emigrant.

And the total cost to the proprietor to secure the industrial services of the latter for ten years amounts but to 290 francs, viz. :—

	Francs.	Francs.
Paid in cash	200	
Paid in three instalments	200	
Registration fees	30	
Proportional tax	60	
		490
Less the amount which he recovers from the immigrant	200	
		290

According to the engagement subscribed to in Africa by the immigrant, which is the same document that is afterwards transferred to the proprietor here by Messrs. Regis, the term of the immigrant's obligatory stay, in Martinique, is for ten full years, which are not to be held completed until he has worked ten times 312 days. During this time he is to

be provided with lodgings, medical attendance, and two suits of clothing. His rations consist of salt fish, rice, and cassava flour, in the usual proportions given to the native agricultural labourers, and he has wages at the rate of twelve francs per month of twenty-six working days. Only one-half of his earnings are paid to him monthly, and the other half at the expiration of the year, when his account on the register of the estate is made out, in his presence, before the Juge de Paix, and due deductions are made for sickness and absences. For each day's absence without leave, or from sickness occasioned by his own excesses, the immigrant forfeits one day's pay actually earned, in addition to the day so lost. It may, therefore, be computed that an average actual residence of twelve years will be necessary to entitle the immigrant to his "*rapatriement*," which, even then, he can claim only in case of his having made a monthly deposit of the tenth part of his wages in the Immigration Chest.

There can be no doubt, that the immigrants introduced into this Island by Messrs. Regis were purchased by their agents in Africa, from the Chiefs, and were then made to subscribe to an engagement in which they declare that they are free men, and as such, willingly and of their own accord, consent to leave the country for the purposes and on the conditions specified in that engagement. Although these persons may have gone through some inquiry on the subject, the nature of the supply must cause this process to be considered only as a mere formality, and their utter ignorance renders them wholly incompetent to understand the nature and the condition of the contract they have entered into.

The sixth Article of that Agreement, copy of which I have the honour to forward to your Lordship herewith, contains an acknowledgment on the part of the immigrant of his having received from the representative of Messrs. Regis, advances to the amount of 200 francs, for the purpose of procuring his ransom, and for sundry other charges, on the understanding that the money so advanced is to be recovered from his wages.

This seems an official admission of the real manner in which these immigrants are procured. I am unable to state to your Lordship whether the above-mentioned sum of 200 francs is really disbursed by Messrs. Regis for the immigrant. I have been informed that the payments to the Chiefs were usually made in kind, and consisted generally of cotton cloths of English manufacture, gunpowder, and arms. In the case of the "*Clara*," the muskets, &c., are said to have been purchased from the French Government, and to have formed part of the spoils of Sebastopol.

I take the liberty to inclose, for your Lordship's information, a small pamphlet containing the Decrees and local Ordinances relative to the transport and the employment of immigrants, and which regulate all engagements to labour in this Colony. These laws, which are as brief and as simple as is consistent with the importance of the matters which they regulate, afford the means of enforcing the performance of the contract on the part of the immigrants, by one uniform system; while at the same time they protect them from fraud, and secure the enjoyment of the privileges to which the immigrants are entitled. Very great pains are taken by the authorities to prevent any ill-usage to the immigrants, who are instructed to complain, on such occasions, to the nearest Commissary of Police. This functionary immediately reports the matter to the Commissary of Immigration; and, if it result from the inquiry instituted by him, that any real grounds of complaint exist, the immigrants are withdrawn, and the proprietor is liable to the forfeiture of the sums paid by him, and also to be prosecuted by the Government.

Even reiterated complaints of the same proprietor, when not fully proven, will prevent any further demand of his for emigrants being acceded to. The native labourers, who naturally feel much sympathy for these immigrants, soon initiate them in knowledge and exercise of their rights.

In justice to the planters of this Island, I should say that complaints are seldom made, and, in general, the immigrants are well treated, and enjoy on the estates many privileges beyond those they are entitled to. Besides, it has become the interest of the proprietors to act well and fairly by these persons, in order to induce them to settle on their estates on the expiration of their engagements; for it is felt that the future prosperity of the Colony will depend in a very great measure on foreign labour.

Notwithstanding the severity of the laws for the suppression of vagrancy, the endeavours of the Government to encourage agricultural pursuits, and, finally, the high wages which they receive, it is a well-ascertained fact, that the native labourers are diminishing in number, year by year, in an alarming degree. Such as cannot afford, themselves, to purchase a small portion of land, acquire the right of settling on that of some more fortunate companion, upon which they maintain their families with little exertion, in consequence of the paucity of their wants, and the great fertility of the soil in this too-prolific climate. On the other hand, those agricultural labourers who remain faithful to

their pursuits, teach their children to despise their calling, and do all they can to procure for them some other means of existence. This is felt to be the great evil, and all the energies of the Administration are directed to check its progress, but hitherto without much success. No alternative seems to be left but immigration, to prevent the injury that must result from such a state of things, and stimulate the native agricultural population to regular habits of industrial labour.

In conclusion, I beg to assure your Lordship, that I shall not fail to continue to report to your Lordship any further information that I may be able to obtain relative to this matter.

Inclosure 1 in No. 113.

Agreement.

IMMIGRATION AFRICAINE.

CE jourd'hui mil huit cent cinquante, par-devant nous, Commissaire du Gouvernement Français, Agent d'Emigration, conformément à l'Article VIII du Décret du 27 Mars, 1852, assisté de témoins requis, a comparu le nommé, noir libre, né au village de, côte de, âgé, lequel nous a déclaré consentir librement et de son plein gré à partir pour une des Colonies Françaises d'Amérique pour y contracter l'engagement de travail ci-après détaillé et présenté par M. au nom de M. Regis, au profit de l'habitant qui seraigné par l'Administration Locale à son arrivée dans la Colonie.

Les conditions d'engagement de travail sont les suivantes:—

Art. 1. Le nommé s'engage, tant pour les travaux de culture et de fabrication sucrière, &c., que pour tous autres d'exploitation agricole et industrielle auxquels l'engagiste jugera convenable de l'employer et généralement pour tous les travaux quelconques de domesticité.

Art. 2. Le présent engagement de travail est de dix années à partir du jour de l'entrée au service de l'engagiste. L'engagé doit 26 jours de travail effectifs et complets par mois; les gages ne seront dus qu'après 26 jours de travail. La journée de travail ordinaire sera celle établie par les règlements existants dans la Colonie. A l'époque de la manipulation, l'engagé sera tenu de travailler sans augmentation de salaires suivant les besoins de l'établissement où il sera employé.

Art. 3. L'engagiste aura le droit de céder et transporter à qui bon lui semblera, sous le contrôle de l'Administration, le présent engagement de travail contracté à son profit.

Art. 4. L'engagé sera logé sur l'établissement où il sera employé; il aura droit, de la part de l'engagiste, aux soins médicaux, à sa nourriture, laquelle sera conforme aux règlements et à l'usage adopté dans la Colonie pour les gens de travail du pays. Bien entendu que toute maladie contractée par un fait étranger, soit à ses travaux, soit à ses occupations, sera à ses frais.

Art. 5. Le salaire de l'engagé est de—

12 fr. pour les hommes;
10 fr. pour les femmes; et,
8 fr. pour les enfants de 10 à 14 ans;

par mois de 26 jours de travail, comme il est dit à l'Article 2, à partir de 8 jours après son débarquement dans la Colonie. Moitié de cette somme lui sera payée fin chaque mois, l'autre moitié le sera fin de chaque année.

Art. 6. L'engagé reconnaît avoir reçu en avance du représentant de M. Regis, la somme de 200 francs dont il s'est servi pour sa libération et pour divers frais à son compte. Ces avances seront retenues sur ses salaires à raison de* par mois.

Art. 7. L'engagé déclare par avance se soumettre aux règlements rendus dans la Colonie pour la police du travail et de l'immigration.

Art. 8. A l'expiration de son temps d'engagement, le rapatriement sera accordé à l'immigrant pour lui, sa femme, et ses enfants non-adultes, à la condition par celui-ci de verser mensuellement à la caisse d'immigration le dixième de son salaire.

Si l'engagé renonce à son rapatriement, toute somme versée par lui, lui sera remboursée.

* 3 francs pour les hommes, 2 francs pour les femmes, 1 franc 50 centimes pour les non-adultes.

En cas de réengagement, les conditions en seront débattues de gré à gré entre l'engagé et le propriétaire engagiste.

Fait et signé de bonne foi, le

(Signé)

Certifié par le Délégué de l'Administration
faisant fonctions d'Agent d'Emigration,
(Signé)

Je, soussigné, déclare transférer le présent contrat à M.
propriétaire à

Fort de France, le , 185 .

Par procuration de M. Régis aîné,

(Signé)

Enregistré à Fort de France, le fr. c. reçu
pour droit fixe et

pour un semestre du droit proportionnel.

(Signé)

Inclosure 2 in No. 113.

Pamphlet entitled "Décrets et Arrêtés portant Règlement sur l'Organisation et la Police du Travail."

No. 114.

Consul Lawless to the Earl of Malmesbury.—(Received May 31.)

My Lord,

St. Pierre, May 11, 1858.

REFERRING to my despatch of the 28th February last, I have the honour to transmit to your Lordship, herewith, a late number of the official journal of this Colony, containing a list of the applications for African immigrants that have been registered by the Commissary of Immigration, and which remain over, unsatisfied as yet.

These applications amount, already, to 290, for 6,681 Africans; and they would rapidly increase if there appeared any immediate likelihood of a supply of this class of labourers being obtained, sufficient to meet the demands.

There has been no arrival of immigrants from the coast of Africa, at this island, since that of the ship "Clara," reported in my despatch of the 8th of December last.

I have, &c.

(Signed) WM. LAWLESS.

No. 115.

Consul Lawless to the Earl of Malmesbury.—(Received May 31.)

My Lord,

St. Pierre, May 12, 1858.

I HAVE the honour to report to your Lordship the arrival at this island of the French ship "Nicholas Poussin," with a cargo of coolie immigrants from India, in fulfilment of the contract made by the "Compagnie Générale Maritime," of Paris, with the French Government.

The "Nicholas Poussin" sailed from Pondicherry on the 22nd of January last, and from Karikal on the 28th of the same month, after having previously shipped at these ports 470 immigrants, viz.,

372 men;
63 women;
20 non-adults; and
15 children of both sexes;

And she arrived at Fort de France on the 16th ultimo, after a favourable passage of seventy-eight days, including twenty-four hours spent at St. Helena, to procure fresh provisions and water.

Several cases of small-pox having occurred among the immigrants during the voyage, it was found necessary to place the vessel, on her arrival, in quarantine at La Pointe Debout, in the Bay of Fort de France, where the immigrants were landed temporarily, and the proper sanitary measures of precaution adopted to efface the contagion.

On the 2nd instant, the ship was permitted to come into the harbour, and she then landed 455 immigrants, viz.,

361 men;
62 women;
20 non-adults; and
12 children.

The number of deaths that took place among the immigrants, while on board, amounted, therefore, to 15, viz.,

11 men;
1 woman; and
3 children.

Of this number, six died of the small-pox and the remainder of dysentery and other non-contagious diseases.

The immigrants brought by this ship seemed to be in good health and spirits, and able-bodied men of their class. They are almost all "parias:" but the coolies of this caste are preferred by the planters, on account of the greater facility with which they adapt themselves to the food and the customs of this country. As usual, a large proportion of the immigrants come, originally, from British India.

The registered tonnage of the "Nicholas Poussin" is 445 tons French, or about 467 tons English measurement.

The arrangements on board for the accommodation of the passengers seemed very complete, and the immigrants spoke most favourably of the care and attention which they received from the master, and also from the surgeon in charge of the ship, who is, himself, a native of India.

It may not be out of place to mention here that it has been remarked that in the vessels entrusted to the care of properly qualified natives, the losses have been less heavy than on board of the ships which European surgeons have had charge of; a circumstance to be attributed, no doubt, to the difficulty which the latter have to communicate with the coolies.

I take the liberty to inclose herewith, for your Lordship's further information on the subject of the introduction of coolie labourers from India to this Colony, a detailed statement of the total number of vessels that have arrived here with that class of immigrants, the tonnage of these vessels, the length of their passages, the number of immigrants they conveyed, and the number of deaths that occurred on board of each ship during the voyage.

According to the terms of the engagements subscribed to by these immigrants, the length of their obligatory stay is for five years; and your Lordship will remark that the period of the engagements of many of those first imported will, consequently, shortly expire.

With a view to induce these labourers to prolong their stay in the island, it has been decided by the Government that, to such of these persons as may be willing to subscribe to a re-engagement, of the tenour of the document inclosed herewith, a premium of 250 francs (10*l.*) will be given, irrespective of the continuance of their right to a free return passage, on the expiration of the second engagement.

It remains to be seen whether the coolies will accept of these terms willingly.

I have, &c.

(Signed) WM. LAWLESS.

Inclosure 1 in No. 115.

STATEMENT of the total Number of Coolie Immigrants introduced into Martinique from the French Possessions in India, &c.

Date of Arrival at Martinique.	Names of the Vessels Employed.	Registered Tonnage.	Length of Passage.	Number of Coolies			Remarks.
				Embarked in India.	Died on Passage.	Landed at Martinique.	
May 6, 1853	Aurélie	312	Days. 91	316	4	312	Average length of passage, 84 days. Average ratio of mortality, 3.93 per cent.
Feb. 27, 1854	Louis Napoléon ..	495	75	516	13	503	
Oct. 18,	Belle Gabrielle ..	367	102	378	5	373	
Feb. 26, 1855	Arnaud	376	76	381	None	381	
March 10, 1856	Indien	705	94	664	20	644	
Sept. 21,	Madagascar ..	352	59	346	10	336	
Dec. 10,	Hampden	544	78	570	21	549	
Mar. 18, 1857	Rubens	719	89	748	27	721	
Sept. 20,	Richelieu	514	102	523	10	513	
April 16, 1858	Nicholas Poussin ..	445	78	470	15	455	
		4,829	844	4,912	125	4,787	

St. Pierre, May 6, 1858.

(Signed)

WM. LAWLESS, Consul.

Inclosure 2 in No. 115.

Agreement.

IMMIGRATION INDIENNE.

CE jourd'hui 185 . Par devant nous
Maire de la Commune de , agissant aux termes de l'Article 4 du Décret
du 13 Février, 1852, sur les engagements de travail aux Colonies, et en présence du
Commissaire d'Immigration ; a comparu le nommé , lequel nous a
déclaré vouloir contracter l'engagement de travail, ci-après détaillé, envers M.
Savoir :—

Article 1. Le nommé s'engage pour tous les travaux d'exploitation agricole auxquels l'engagiste jugera convenable de l'employer.

Art. 2. Le présent engagement de travail est de* années consecutives, c'est-à-dire de† mois ; chaque mois composé de vingt-six jours de travail effectifs et complets ; les gages ne seront dus qu'après les vingt-six jours de travail.

L'engagement ne sera réputé accompli et l'engagé ne pourra obtenir son congé d'acquit qu'autant que toutes les journées promises auront été réellement fournies.

La journée de travail ordinaire sera celle établie par les règlements en vigueur dans la Colonie. A l'époque de la manipulation, l'engagé sera tenu de travailler suivant les besoins de l'établissement où il sera employé, sans indemnité aucune pour surcroît de travail.

Art. 3. L'engagiste aura droit de céder et de transporter quand et à qui bon lui semblera, le présent engagement de travail contracté à son profit, et qui ne peut valider, à peine de nullité, que pour les travaux des exploitations agricoles.

Art. 4. L'engagé sera logé sur l'établissement où il sera employé. Il aura droit, de la part de l'engagiste, aux soins médicaux, en tout état de cause, à sa nourriture, laquelle

* 5 ou 7.

† 60 ou 84.

sera conforme aux réglemens et à l'usage adopté dans la Colonie pour les travailleurs du pays, et à deux rechanges par an.

Bien entendu que toute maladie contractée par un fait étranger, soit à ses travaux, soit à ses occupations à l'établissement, sera à ses frais. C'est-à-dire qu'il devra rembourser à l'engagiste la dépense en résultant.

En cas d'invalidité quelconque de l'engagé, l'engagiste sera tenu de continuer à lui donner le logement, la nourriture, et les soins jusqu'à son rapatriement ou jusqu'à l'expiration de l'engagement.

Art. 5. L'engagé subira pour chaque jour d'absence ou cessation de travail sans motif légitime, indépendamment de la privation de salaires pour cette journée, la retenue d'une seconde journée de salaires à titre de dommages-intérêts.

Art. 6. Le salaire de l'engagé est de* par mois de vingt-six jours de travail, comme il est dit à l'Article 2. Moitié de cette somme lui sera payée fin de chaque mois, l'autre moitié le sera après la manipulation, fin de chaque année.

Art. 7. Après l'expiration du temps de travail stipulé à l'Article 2, l'engagé aura droit au passage de rapatriement pour lui, sa femme, et ses enfants non-adultes.

Art. 8. Tous les ans, à la fin de l'année, un congé de quatre jours sera accordé à l'Indien pour célébrer la fête du Pongol.

De tout quoi, nous avons dressé le procès-verbal, que nous avons signé avec les témoins ci-dessus nommés, dont expédition a été remise aux Parties Contractantes pour servir et valoir ce que de droit.

Enregistré à le 185 . Fo. vo. c. ;
reçu pour droit fixe et pour semestre de droit proportionnel.
(Signé)

No. 116.

Consul Lawless to the Earl of Malmesbury.—(Received November 20.)

My Lord,

St. Pierre, October 13, 1858.

I HAVE the honour to inform your Lordship of the arrival of the French ship "Réaumur" from Pondichery and Karikal, with coolie immigrants, in fulfilment of the contract entered into by the "Compagnie Générale Maritime" of Paris with the French Government.

This ship took on board, before sailing from Karikal on the 10th June last, 570 immigrants, as follows:—

484 male adults;
61 female adults;
12 non-adults of both sexes; and
13 children.

And she landed at Fort de France, on the 6th instant, 544 coolies, viz.:—

460 male adults;
59 female adults;
12 non-adults; and
13 children.

It follows, therefore, that the number of deaths during the voyage, which lasted 110 days, amounted to twenty-six, or very nearly 5 per cent., which is a higher ratio of mortality than had been previously observed on board of the French vessels engaged in the transport of coolie immigrants to this island.

The master of the "Réaumur" reports having experienced very unfavourable weather during the voyage, which, no doubt, increased the number of sick cases that occurred on board. The surgeon in charge of the ship is a native of India.

The coolies brought by the "Réaumur," and landed at Fort de France, appeared to be in excellent health, and are strong able-bodied men of their class. A large number of these immigrants come from the provinces of British India; the Madras Presidency, as usual, furnishing the larger proportion.

The total number of coolies introduced into this Colony, including those brought by the "Réaumur," amounts to 5,331; and, on the 30th ultimo, a balance of 1,200,000 francs remained to the credit of the Immigration Chest of the island.

I have, &c.
(Signed) WM. LAWLESS.

* 12 francs 50 centimes pour les hommes, 10 francs pour les femmes, 5 francs pour les non-adultes.
CLASS B.

Consul Lawless to the Earl of Malmesbury.—(Received December 16.)

My Lord,

St. Pierre, November 5, 1858.

I HAVE the honour to report to your Lordship the arrival, at Fort de France, in this island, of an American barque, the "Lawrence," having on board 126 African labourers.

These immigrants formed part of a cargo brought from the Coast of Africa to French Guiana by the French ship "Joseph," which vessel was unable to continue her voyage to this island in consequence of the damages she sustained during the passage from the Coast of Africa to Cayenne.

The usual means of communication between this port and Cayenne (I mean to say, Fort de France), having been interrupted for several days by one of the most violent "ras de marées" that has been experienced here for the last thirty years, I was prevented from proceeding to Fort de France to visit the "Lawrence," and, as she only remained two days in port, and made no entry at the Custom-house, I have been unable to ascertain her official tonnage; but it would seem that she is a small vessel, from the fact that she was laden with but 125 hogsheads of sugar, and that the Africans she conveyed had to remain upon deck during the passage from Cayenne to this island, which lasted nine days. The number of deaths that occurred on board during that voyage amounted to 7; 133 Africans having been embarked at Cayenne.

The "Lawrence" arrived at Fort de France on the 24th ultimo; about a week subsequently the "Joseph" also arrived in tow of the Imperial screw store-ship "Seine," to complete her repairs.

It appears, from the information which I have been able to obtain upon the subject, that the "Joseph," which is a vessel of 460 tons register, is the property of a M. Vidal, of Havre, by whom she was dispatched to the Coast of Africa to collect labourers, in consequence of an engagement entered into by him with the "Compagnie des Mines d'Or de Cayenne," and two large landed proprietors of this colony. According to the terms of the contract, these parties undertook to pay M. Vidal the usual premium allotted by the Government for the immigrants introduced by MM. Regis, of Marseilles, in case of the refusal of the Administration to extend that favour to him, in consequence of his having no Treaty with the Home Government; but our Local Government have consented to pay, from the Immigration Chest, the usual bonus of 300 francs for each adult labourer, so that the cost of the introduction of the Africans by the "Lawrence" has been defrayed by the colony, and the proprietors to whom they have come, in the usual proportions. The total amount received by M. Vidal, for each adult labourer so introduced into this island, is 500 francs.

I have also learned that the "Joseph" had embarked 350 Africans at the Coast of Africa, and that she landed 142 at Cayenne, exclusive of those transhipped to the "Lawrence" for conveyance to Martinique. It would appear, therefore, that the mortality during the voyage from the Coast of Africa to French Guiana, which lasted fifty days, amounted to 75, to which number are to be added the deaths that took place subsequently on board of the "Lawrence," forming a total loss of 82 immigrants.

The Africans by the "Joseph" were recruited on the West Coast of Africa, and were all collected within a very narrow extent of territory near Gaboon river. The master of the "Joseph," in consequence of some difficulties which he appears to have had on this point with the French naval commander on that part of the Coast of Africa, gave up the command of the vessel, and his place was supplied by an officer of the rank of "Enseigne de Vaisseau," from the man-of-war, by whom she was brought to Cayenne, and afterwards to this island.

A properly-qualified medical man was on board of the "Joseph," and the usual regulations respecting immigrants appear to have been complied with in other respects also.

I have been given to understand that M. Vidal intends to continue to introduce African labourers to the French colonies, and that a second vessel will shortly be dispatched to the above referred to part of the Coast of Africa for another cargo of African immigrants.

I have, &c.

(Signed) WM. LAWLESS.

No. 118.

Consul Lawless to the Earl of Malmesbury.—(Received January 3, 1859.)

My Lord,

St. Pierre, December 13, 1858.

I HAVE the honour to report, for the information of your Lordship, the arrival in this island from the West Coast of Africa of the French ship "*La Ville d'Aigues-Mortes*," with a cargo of African labourers. This ship sailed from the coast of Africa on the 26th of October last, with 821 negroes, embarked at Congo and Loango, and she arrived in sight of this port on the 3rd, and at Fort de France on the 5th instant. On the following day she landed 740 labourers, viz., 580 men, 156 women, and 4 children.

The mortalities that occurred on board during the voyage amount, consequently, to 81; and some more deaths have taken place among those landed, several of whom appeared to be suffering from the effects of dysentery, which disease seems to have been the chief cause of the losses on board. The great majority of the negroes appeared to be in good health and condition.

The negroes by the "*Ville d'Aigues-Mortes*" have been brought in fulfilment of Messrs. Regis' contract with the French Government; and they have been procured, so far as I can learn, from the interior of Africa, by Messrs. Regis' agents, from the Chiefs, by purchase or barter, in the usual manner.

I have been told by a good authority, that for several days subsequent to their embarkation, the great dread of those poor creatures was lest they should be eaten, and that, when they discovered their fears on that head were unfounded, they became quite contented and happy.

It is hardly necessary to add, that these negroes were not consulted on the subject of the change about to be made in their destiny; and it is evident from their appearance itself, that if any attempt were made to explain to them the conditions of the contract which they are supposed to have entered into, they could not understand them.

The medical arrangements on board of the "*Ville d'Aigues-Mortes*," which seem to have been excellent, were under the direction of a surgeon of the second class, in the French navy, who acted also as the Government delegate on board.

The official tonnage of the "*Ville d'Aigues-Mortes*" is 630 tons French measurement.

I have, &c.

(Signed) WM. LAWLESS.

No. 119.

Consul Lawless to the Earl of Malmesbury.—(Received February 15.)

My Lord,

St. Pierre, January 27, 1859.

I HAVE the honour to inform your Lordship of the arrival in this island of the French ship "*Nicholas Poussin*," with 464 coolie emigrants from Pondichery. These immigrants are in fulfilment of the contract of the "*Compagnie Générale Maritime*" with the French Government.

The "*Nicholas Poussin*" sailed from Pondichery on the 31st of October last, and arrived at Fort de France on the 20th instant, after an ordinary passage of sixty-one days. She embarked the following immigrants at Pondichery, viz.:—

364 male adults.

67 female adults.

41 non-adults and children of both sexes.

Having landed but 464 coolies, it follows that the deaths on board during the passage amount to—

4 male adults.

2 female adults.

2 children.

The medical man in charge of these immigrants is a surgeon of the French Imperial navy.

So far as I have been able to learn, the greater portion of the coolies brought by the "*Nicholas Poussin*" come originally from the Provinces of British India.

I have, &c.

(Signed) WM. LAWLESS.

Consul Lawless to the Earl of Malmesbury.—(Received February 15.)

My Lord,

St. Pierre, January 26, 1859.

I HAVE the honour to report to your Lordship, that on the 19th instant the French ship "Van Dyck" arrived at Fort de France, in this island, from Loango, on the West Coast of Africa, with 278 African immigrants, in fulfilment of the contract between Messrs. Regis, of Marseilles, and the French Government.

The "Van Dyck" is a vessel of 230 tons French register. She sailed from the coast of Africa on the 15th of December last, and arrived in Fort de France Bay on the 19th instant.

During the passage 25 immigrants died from the effects of dysentery, which malady seems to have prevailed very much on board, and several of those landed were in such a weak state as to require to be sent to the hospital.

The "Van Dyck," it is said, returns to the coast of Africa direct, for another cargo of labourers for account of the same contractors.

I have, &c.
(Signed) WM. LAWLESS.

PORTUGAL.

No. 121.

Mr. Howard to the Earl of Malmesbury.—(Received April 5.)

My Lord,

Lisbon, March 23, 1858.

ON the 22nd of August last Mr. Paget, in execution of the instructions contained in the Earl of Clarendon's despatch to him, of the 15th of the same month,* addressed a note to the Marquis de Loulé repeating a request which I had previously preferred on the part of Her Majesty's Government, that the Portuguese Government would revoke a concession which had been made to Senhor Manoel José da Costa Pedreira to transport 100 freed negroes from Angola to the Island of San Thomé, and which, if acted upon, could not fail, in the opinion of Her Majesty's Government, to prove an indirect encouragement to the Slave Trade.

I have now the honour of transmitting a translation of a note of the 19th instant, which I have received from the Marquis de Loulé, as well as of the extract inclosed in it of a despatch addressed to his Excellency on the 8th instant by the Minister of Marine, the Viscount de Sá da Bandeira, in reply to Mr. Paget's above-mentioned note.

Your Lordship will perceive from the Viscount de Sá's despatch, to which the Marquis de Loulé refers me, that his Excellency explains at some length the motives which induced the Portuguese Government to grant the concession in question, and the guarantees which prevent its abuse; and that he defends it, with reference to the stipulations and objects of the Treaty of the 3rd of July, 1842, between Great Britain and Portugal, as being greatly in the interest of the negroes whom it concerns, and who will thereby, after a short number of years, obtain the full enjoyment of liberty, as being essentially different from a case of Slave Trade and as being far from an indirect means of encouraging that traffic, but, on the contrary, as affording, in the opinion of the Portuguese Government, a means of greatly diminishing the state of slavery in the Portuguese colonies.

From the considerations which his Excellency premises he draws that conclusion, for the reasons which he gives:

1st. That the transportation of liberated negroes to the Portuguese African islands can be effected without any infringement of the letter or the spirit of existing laws and treaties for the suppression of the Slave Trade.

2ndly. That, in consequence of the manner in which this transportation is effected, it cannot be confounded with a slave-trading expedition.

3rdly. That it would be a great advantage that similar enterprizes should be multiplied.

His Excellency then again refers to the legal guarantees which remove all idea that negroes in the position of those in question could be ever reduced to slavery. He terminates his despatch by expressing the hope that Her Majesty's Government will not fail to recognize the good grounds on which the concession to Senhor Pedreira was made, and that no advantage would result from its revocation.

For my own part I am fully convinced that the Viscount de Sá would not have hesitated to revoke the concession in question, had he been of opinion that it would lead to abuse, and that he will not fail to watch over the fate of the liberated negroes in the Portuguese possessions, in whose speedy complete freedom he takes so deep an interest.

I have, &c.

(Signed) HENRY F. HOWARD.

* Class B, presented 1858, No. 259.

Inclosure 1 in No. 121.

The Marquis de Loulé to Mr. Howard.

(Translation.)

Palace, March 19, 1858.

IN answer to the note which Mr. Paget wrote to me under date of the 22nd August of last year, with reference to the one which you had addressed to me on the 12th November, 1856, and in which he acquainted me that he had received instructions from his Government to express the hope that the concession granted to Manoel José da Costa Pedreira, a merchant and landowner of the province of St. Thomas and Prince, for conveying up to 100 liberated slaves from the province of Angola to the Island of St. Thomas, should be revoked, I have to state to you that His Majesty's Government did not hesitate to grant to the above-mentioned landowner the concession in question, for the reasons set forth in the despatch of the Minister of Marine, of which I transmit to you herewith an extract.

From this despatch you will see that the difference between this concession and the one granted to João Maria de Souza e Almeida, a merchant and landowner of Benguela, which was noted by Her Britannic Majesty's Government, did not affect it, and that no advantage can result from the revocation suggested by the British Government.

I renew, &c.

(Signed) MARQUIS DE LOULE.

Inclosure 2 in No. 121.

The Minister of Marine to the Marquis de Loulé.

(Translation.)

(Extract.)

Foreign Office, Lisbon, March 8, 1858.

HIS Majesty's Government, taking into consideration the necessity of encouraging the development of agriculture in the province of St. Thomas and Prince, as a means not only of promoting the prosperity of that province, and in general that of Portuguese commerce, but likewise for the civilization of the province, and consequently the abolition therein of the condition of slavery:

And considering that their engagements, not only with reference to the Decree of the 10th December, 1836, which prohibits the Traffic of Slaves, but also to the Treaty of the 3rd July, 1842, entered into with Great Britain for the entire suppression of said Traffic, are, by the stipulations of the same Treaty, expressly conducive to prevent, by repressive measures, the natives of Africa from being conveyed by sea for the purpose of being reduced to slavery; and that the concession in question tended to an opposite end, being for conveying the natives of Africa for the purpose of delivering them from slavery, under the condition of giving their services for some years, which was even in harmony with the spirit of the above-mentioned Decree of the 10th December, 1836, as also with the Treaty, namely, to do away with slavery in the Portuguese Colonies:

His Majesty's Government considering further that, upon taking the precautions and securities provided by the Regulation of the 25th October, 1853, with conditions similar to those which are applied to slaves liberated by the Mixed Commissions established by the provisions of the above-named Treaty, for securing to them good treatment and a guarantee for their freedom, they could not, with good reason, deprive slaves of this means of entering upon the enjoyment of the civil rights common to all Portuguese subjects, and of obtaining this benefit, in their condition, for the reasonable price of the tender of their services for seven years; a refusal of this would imply, on the part of the Portuguese Government, their acceptance of the responsibility of continuing these individuals in a state of slavery, by depriving them of the means of obtaining that improvement in their condition for a just price:

And, finally, His Majesty's Government, considering that liberated negroes were in a more favourable position than the emigrants from Portugal, Madeira, and the Azores, who yearly emigrate to Brazil or to British Guiana, inasmuch as, for these latter, the Government could not establish rules and regulations further than preventing their being misled or defrauded on their departure; whereas for the former, going as they did to a Portuguese territory, means could be taken for ensuring at their place of destination the compliance with the just and humane condition of their liberation:

For these just and weighty motives, they did not then hesitate to grant the said concession to Manoel José da Costa Pedreira, merchant and landowner of the province of St. Thomas and Prince, allowing him to convey thence from Angola 100 liberated negroes,

this measure being necessitated by the want of labourers in said province, owing, undoubtedly, to the strict observance by the Portuguese Government of their engagements, which, except under special circumstances and in limited number, do not allow the importation of slaves; these engagements His Majesty's Government have kept in sight, and duly considered in making, the concession; and the difference between this one and that granted to the Counsellor Almeida, as noted by the British Government, ought not to influence the refusal of it, for in each case 100 slaves passed by these means to the condition of liberated negroes:

And, further, the request for the concession, and the manner in which it was granted by the Portuguese Government, ought to be a sufficient guarantee to Her Britannic Majesty's Government that this transaction was essentially different from a case of slave-trading, or from an indirect means of encouraging the Traffic, His Majesty's Government are of opinion that, far from being such, it is a means that may greatly diminish slavery in the Portuguese Colonies.

From what I have stated, it may therefore be concluded:—

1st. That the transportation of liberated negroes to the Portuguese African Islands can be effected without any infringement of the letter or the spirit of the Laws and Treaties for the suppression of the Slave Trade.

2ndly. That, owing to the manner in which the transportation is effected, it cannot be mistaken for a slave-trading expedition, inasmuch as the liberated negroes should be furnished with passports describing them as such, and this is a palpable means of knowing the difference.

3rdly. That it would be a great advantage that similar enterprises should be multiplied; for, with sufficient guarantees, such as those provided by the Regulation of the 25th October, 1853, being similar to those of the Annex C to the Treaty with Great Britain, many slaves would thereby pass to the condition of liberated negroes.

Lastly. I will further observe to your Excellency that, even should the provisions of the Regulation of the 25th October, 1853, be not sufficient for removing all idea that such individuals could return to a state of slavery, the Decree of the 14th December, 1854, which establishes the registration of slaves, and places in the class of liberated negroes all slaves imported by land, and the Decree of the 24th July, 1856, which declares the children of female slaves to be free when born on Portuguese territory, do not admit of any other than registered slaves in the Portuguese possessions.

His Majesty's Government are so anxious to secure to liberated negroes their full liberty, that they have already caused such of them as were, at different times, sent from Angola to St. Thomas and Prince, to be emancipated from the guardianship of the Board.

I consider it unnecessary to add anything further to show the justice of the said concessions; and it is to be hoped that the British Government will not fail to admit the good reasons for granting the one in question, and the absence of any advantage in the revocation of the same.

No. 122.

Mr. Howard to the Earl of Malmesbury.—(Received April 5.)

My Lord,

Lisbon, March 23, 1858.

I HAVE the honour of inclosing a translation of a Portaria, issued on the 18th instant by the Viscount de Sá da Bandeira to the Board of Guardians of Slaves and Liberated Negroes in the Province of Angola, and published in the "Diario do Governo" of the 22nd instant, directing that Board to apply the funds placed at their disposal by the Portaria of the 31st of December, 1856, for the liberation of slaves, by preference to the liberation of such slaves who, having a profession, may be able to gain their own livelihood, and who, from their good conduct and habits of industry, may serve as an example, and may become useful to themselves and to society.

Identical Portarias are stated to have been forwarded to the Boards of Guardians in the Provinces of Cape Verd, of Mozambique, and of St. Thomas and Prince.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 122.

Portaria.

(Translation.)

WHEREAS it is of manifest utility for the prosperity of the transmarine provinces, that the slaves who are liberated shall be those individuals knowing a trade, in order to be able to support themselves, and those who, by their good conduct and industrious habits, may show a good example, and be useful to themselves and to society: His Majesty the King commands that the respective Boards of Protection of Slaves and Liberated Negroes shall apply the funds which, according to the Portaria of 31st December, 1856, may be destined for the liberation of slaves, in preference, to the liberation of such slaves as may be under the circumstances above pointed out, and who may offer the best guarantee for future good conduct; for it would be more useful to liberate a smaller number of slaves under such circumstances, than a greater number of others who by idle or irregular conduct may become a charge upon the State and prejudicial to society. This is communicated through the Marine and Colonial Department to the Board of Protection of Slaves and Liberated Negroes in the Province of Angola, for their information and due execution.

Palace, March 18, 1858.

(Signed) SA DA BANDEIRA.

[Similar instructions were issued to the Boards of Protection of Slaves and Liberated Negroes of the Provinces of Cape Verd, Mozambique, and St. Thomas and Prince's.]

No. 123.

Mr. Howard to the Earl of Malmesbury.—(Received April 5.)

My Lord,

Lisbon, March 23, 1858.

I HAVE the honour to acknowledge the receipt, on the 22nd instant, of your Lordship's despatch of the 16th instant,* inclosing an extract from the annual report of Her Majesty's Commissioners at the Cape of Good Hope, relating to the Slave Trade from the Portuguese Possessions on the East Coast of Africa.

I have, &c.

(Signed) HENRY F. HOWARD.

No. 124.

Mr. Howard to the Earl of Malmesbury.—(Received April 5.)

(Extract.)

Lisbon, March 28, 1858.

WITH reference to my various despatches to the Earl of Clarendon on the subject of the trial of the notorious slave-trader Don Benito Derizans, I have the honour to inform your Lordship that on my return to Lisbon in the middle of January last, I inquired of the Marquis de Loulé in what state were the proceedings instituted by the Attorney-General before the Supreme Tribunal by way of appeal against the decision of the Court of Relação of this capital, by which the condemnation pronounced upon that individual by the tribunal at Loanda was reversed, and whether Derizans was still here. But the Marquis being unable to give me the desired information, I urged the desirableness, should the proceedings in question not be terminated, of the police authorities not relaxing their measures of supervision, so as to prevent Derizans from effecting his escape and thus defeating the ends of justice.

I have since learnt that what I always anticipated and foretold had come to pass, viz., that Derizans had absconded during the time that the yellow fever was prevalent in this capital, crossing over to the other side of the Tagus, and thence effecting his escape; the police agent who was charged to watch him having died of that malady.

It was not to be supposed that Derizans would be deterred from absconding by the trifling bail of about 162*l.*, which Derizans was obliged to find, on the Court of Relação setting him at liberty.

I will now urge the forfeiture of his recognizances.

* Class B, presented 1858, No. 309.

No. 125.

Mr. Howard to the Earl of Malmesbury.—(Received April 14.)

My Lord,

Lisbon, April 5, 1858.

IN execution of the instructions contained in your Lordship's despatch of the 19th ultimo,* I yesterday addressed a note to the Marquis de Loulé, acquainting him, for the information of the Minister of Marine, that your Lordship had given directions, in conformity with the wish expressed by the Viscount de Sá da Bandeira, that Her Majesty's Consul at Mozambique should furnish the Governor-General of that Province with the information on which he founded the charge preferred by him against one of the judicial authorities of the same Colony.

I have, &c.

(Signed) HENRY F. HOWARD.

No. 126.

Mr. Howard to the Earl of Malmesbury.—(Received April 14.)

My Lord,

Lisbon, April 7, 1858.

IN pursuance of the intention which I announced in my despatch of the 28th ultimo, of urging upon the Portuguese Government the forfeiture of the recognizances of the fugitive slave-trader, Don Benito Derizans, I addressed, on the 30th of that month, to the Marquis de Loulé, the note of which I have the honour of inclosing a copy.

Yesterday I received a note of the 3rd instant from his Excellency, stating that he had referred my note to the Minister of Justice.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 126.

Mr. Howard to the Marquis de Loulé.

(Extract.)

Lisbon, March 30, 1858.

I HAVE received private information that Derizans succeeded in effecting his escape from this capital and country during the prevalence of the yellow-fever in Lisbon, and thus the apprehensions which I had all along entertained, and which I frequently had the honour of conveying to your Excellency, have unfortunately been realized, and the ends of justice have been frustrated.

I now beg to point out to your Excellency the expediency of taking such legal measures as may be feasible in order to obtain the quashing by the Supreme Tribunal of the extraordinary sentence of the Relação, by which the condemnation pronounced by the Court of Loanda upon Derizans was reversed, so that at least a judgment may be recorded against him, in case of his returning to this country, or otherwise of adopting such measures against him as the laws of Portugal may justify, so as to prevent these laws against slave-trading from becoming a dead letter, and, moreover, of declaring to be forfeited and calling in the paltry bail of 730 milreis, upon the finding of which the Court of Relação thought proper to set Derizans at liberty.

No. 127.

The Earl of Malmesbury to Mr. Howard.

(Extract.)

Foreign Office, April 14, 1858.

WITH reference to your despatch of the 28th ultimo, I have to acquaint you that I approve of your having inquired of the Marquis de Loulé what progress had been made in the appeal instituted by the Portuguese Attorney-General against the decision of the Court of Relação at Lisbon, by which the sentence of the tribunal at Loanda, condemning the notorious slave-trader Don Benito Derizans to three years' imprisonment, was reversed.

It appears from your despatch that, as was to have been anticipated when Derizans was admitted to bail in so trifling a sum as 730 milreis, the ends of justice have been defeated by

* Class B, presented 1858, No. 310.

the flight of this individual ; and I have to instruct you to state to the Marquis de Loulé that, after the warning conveyed to his Excellency in the note which you addressed to him on the 22nd April last, Her Majesty's Government cannot but consider that the responsibility of having permitted this notorious slave-trader to escape the punishment which he so richly deserves, must rest with the Portuguese Government ; and you will add that the result of the proceedings in this case cannot fail to afford encouragement to the slave-traders, by showing the impunity with which their crimes are allowed to escape.

I have further to state to you that I approve of your urging, as you propose, the forfeiture of Derizans' recognizances.

No. 128.

Mr. Howard to the Earl of Malmesbury.—(Received April 18.)

My Lord,

Lisbon, April 13, 1858.

I HAVE the honour to acknowledge the receipt, yesterday evening, of your Lordship's despatch of the 31st ultimo,* instructing me to express to the Portuguese Government the sincere gratification with which Her Majesty's Government has received the intelligence of the introduction, by the Viscount de Sá da Bandeira, into the Portuguese Cortes, of the Project of Law referred to in my despatch of the 18th of that month, and which has for its object the entire abolition of slavery in the Portuguese dominions at the end of twenty years from the date of the publication of the Law ; and likewise directing me to convey to the Viscount de Sá the acknowledgments of Her Majesty's Government for the steps which his Excellency has at various times taken with a view to ameliorate the condition of the slaves, and to bring about the extinction of slavery in the Portuguese Possessions.

I will lose no time in complying with these instructions.

I have, &c.

(Signed) HENRY F. HOWARD.

No. 129.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, April 24, 1858.

I TRANSMIT herewith, for your information, a copy of a Memorandum which I have received from Mr. McLeod, Her Majesty's Consul at Mozambique,† containing a Report upon the French scheme for procuring negro labourers for their Colonies, as carried out on the East Coast of Africa.

I am, &c.

(Signed) MALMESBURY.

No. 130.

Mr. Howard to the Earl of Malmesbury.—(Received April 26.)

My Lord,

Lisbon, April 18, 1858.

WITH reference to my despatch of the 13th instant, I have the honour to inform your Lordship that I yesterday received a note of the 15th instant from the Marquis de Loulé, stating his communication to the Minister of Marine of the note of the 14th, in which I conveyed the sincere gratification with which Her Majesty's Government had received the intelligence of the presentation to the Chamber of Deputies of Viscount de Sá da Bandeira's project of Law relative to the eventual abolition of slavery in the Portuguese Possessions, and expressing the great satisfaction derived by His Most Faithful Majesty's Government from learning the manner in which that project of Law had been received by Her Majesty's Government.

I have, &c.

(Signed) HENRY F. HOWARD.

* Class B, presented 1858, No. 311.

† Inclosure in No. 164.

No. 131.

Mr. Howard to the Earl of Malmesbury.—(Received May 5.)

(Extract.)

Lisbon, April 24, 1858.

IN order to carry out the instructions contained in your Lordship's despatch of the 14th instant, received on the 21st, I yesterday addressed to the Marquis de Loulé a note embodying your Lordship's observations respecting the responsibility which attaches to the Portuguese Government for having permitted the notorious slave-trader Don Benito Derizans to escape the punishment he so richly deserves; and when I placed this note into his Excellency's hands, on the occasion of his yesterday's weekly reception of the Foreign Ministers, I repeated to him its contents.

His Excellency, in reply, expressed his regret at Derizans' escape, which had been facilitated by the death, from yellow fever, of the police agent charged to watch him; but observed that the blame of it rested with the Court of Justice which had set him at liberty on finding so trifling a bail as that in question, and that the Government had not, consequently, the power of arresting him.

His Excellency added that he had already taken measures towards the forfeiture of Derizans' recognizances.

No. 132.

Mr. Howard to the Earl of Malmesbury.—(Received May 12.)

My Lord,

Lisbon, May 3, 1858.

WITH reference to my despatch of the 18th of March last to your Lordship,* transmitting a translation of a project of Law submitted to the Chamber of Deputies on the 10th of that month by the Viscount de Sá da Bandeira, the Minister of Marine and Colonies, enacting the entire abolition of slavery in the Portuguese dominions at the end of a period of twenty years, to be reckoned from the day on which the Law is published in the official journal of the Government, I have the honour of inclosing a translation of a Decree of the 29th ultimo, as published in the "Diario do Governo" of the 1st instant, signed by the King of Portugal, and countersigned by the Viscount de Sá, promulgating, in virtue of the power conferred upon the Government by the 1st paragraph of Article XV of the Additional Act of 1852 to the Constitutional Charter, the enactments contained in that project of Law, and which are to take effect at the end of twenty years from the date of this Decree.

The Article in question in the Additional Act gives to the Government the power, when the Cortes are not assembled, of decreeing in Council, after having heard and consulted the competent authorities, such Legislative measures as may be considered of urgency for the transmarine provinces. The Government is to submit to the Cortes, on their meeting, the measures thus taken.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 132.

Decree.

(Translation.)

WHEREAS during the last twenty-two years many effectual measures have been enacted tending to approximate the period when, without prejudice to the rights secured by the social organization of other times, the state of slavery in the transmarine provinces may be entirely done away with, the indefinite duration of which is incompatible with the principles contained in the Constitutional Charter of the Monarchy: considering that for carrying out this system, which has so perseveringly been followed up, it is necessary, at least, to establish a limit to the duration of slavery, inasmuch as the actual state of the public Treasury will not allow the means for putting a stop to it at once: considering that the above-mentioned measures on the whole cannot fail in producing the result of a constant and considerable decrease in the number of slaves in the said provinces, there is every reason to hope that, at the expiration of the term of twenty years, this number may be so far reduced that the amount of compensation to be given to the legal owners of the

* Class B, presented 1858, No. 308.

then existing slaves, in order to secure their liberty without any exception, may be covered by a moderate sum : considering that under these circumstances the day may be now fixed when the state of slavery may be entirely extinct in those provinces, and, consequently, in the entire Portuguese Monarchy : considering, finally, the proposals of the Colonial Board, in their Report of the 17th November, 1854, I am pleased, in the exercise of the power granted by Section 1 of Article XV of the Additional Act to the Constitutional Charter, and after hearing the opinion of the Council of Ministers, to decree as follows :

Article 1. The state of slavery shall be entirely abolished in all the Portuguese transmarine provinces, without any exceptions, on the day which completes twenty years to be counted from the date of this Decree.

Art. 2. All persons who, on the day specified in the preceding Article for the entire abolition of the state of slavery in the transmarine provinces, shall still own slaves in those provinces, will receive the value of them in accordance with the stipulations of a special law.

Art. 3. All Legislative enactments to the contrary are hereby revoked.

The Viscount Sá da Bandeira, Peer of the Realm, Minister and Secretary of State for Marine and Colonies, shall have thus understood and cause it to be carried out.

Palace of Necessidades, April 29, 1858.

(Signed) KING.

(Countersigned) VISCOUNT DE SA DA BANDEIRA.

No. 133.

Mr. Howard to the Earl of Malmesbury.—(Received May 12.)

(Extract.)

Lisbon, May 5, 1858.

WITH reference to my despatch of the 24th ultimo, relative to the case of the notorious slave-trader Don Benito Derizans, I have the honour to transmit a translation of a note of the 1st instant, which I yesterday received from his Excellency, stating, in reply, that he had sent a translation of my note to the Minister of Justice, and that on the same day that he had done so, that Minister had acquainted him that the Attorney-General had, under date of the 21st of April, reported that the Supreme Tribunal of Justice had, on the 13th of the same month, decided upon the case of Derizans, and granted a review of the sentence of the Court of Relação, on the ground of the illegal application of the amnesty of the 20th of October, 1855, to the said Derizans.

The Marquis then refers to the official intelligence received by the Government of the escape of Derizans from Lisbon.

Inclosure in No. 133.

The Marquis de Loulé to Mr. Howard.

(Translation.)

Palace, May 1, 1858.

I ACKNOWLEDGE the receipt of the note which you wrote to me under date of the 23rd April last, relative to the proceedings instituted against Don Benito Derizans ; and having carefully perused the said note, I have to inform you that I have addressed to the Minister of Justice the necessary communication.

Reserving to myself, then, to address you upon this subject as soon as I shall have received from his Excellency the necessary information, I must, however, make known to you at once that on the same day on which I sent to his Excellency a translation of your above-mentioned note, he informed me that the Attorney-General had stated to him on the 21st of April that the case of Don Benito Derizans had been brought forward and tried in the Supreme Tribunal of Justice on the 13th, when a review of the sentence was granted on the ground of the illegal application of the amnesty of 20th October, 1855, to the said Derizans.

His Excellency adds, that from the report of the Civil Governor of Lisbon, of the 23rd March last, it appears that the individual in question escaped from his residence in the Largo do Corpo Santo, No. 6, to the south of the Tagus, as reported to the Home Office by the Civil Governor on the 30th of January last.

I renew, &c.

(Signed) MARQUIS DE LOULE.

No. 134.

Mr. Howard to the Earl of Malmesbury.—(Received June 3.)

My Lord,

Lisbon, May 25, 1858.

WITH reference to Mr. Paget's despatch of the 26th of October, 1857,* addressed to Lord Clarendon, inclosing the sentence passed upon the captain and crew of the Portuguese schooner "*Locomotora*," for participation in an attempted slave-trading voyage, I have now the honour of acquainting your Lordship with the result of the indictment against Bernardo José Machado, an Oporto merchant, and the consignee of the said vessel, as involved in the same transaction.

This gentleman having been brought to trial upon the charge of being directly implicated in a slave-trading transaction, was sentenced to imprisonment, and was not admitted to bail, his offence being classed under the head of piracy. This judgment having been confirmed by the Lisbon Court of Appeal ("*Relação*"), he appealed from it to the Supreme Tribunal of Justice, which latter Court, in a decision dated 3rd of March last, reversed the judgment of the Court of Appeal, upon the grounds that the offence was not to be classed with that of the actual perpetration of the act of slave-trading, but only with that of preparatory acts, and, as such, classed with the offence of contraband, which is, by law, admissible to bail: a revisal of the judgment is therefore ordered, and the party concerned has been admitted to bail.

I have, &c.

(Signed) HENRY F. HOWARD.

No. 135.

Mr. Howard to the Earl of Malmesbury.—(Received June 5.)

My Lord,

Lisbon, May 31, 1858.

WITH reference to my despatch of the 5th instant, I have the honour of inclosing herewith a translation of the judgment of the Supreme Tribunal of Justice of the 13th ultimo, published in the "*Diario do Governo*" of the 28th instant, annulling the decision of the Court of *Relação* of Lisbon, by which the sentence pronounced upon the slave-trader Don Benito Derizans by the Tribunal at Loanda was reversed, and directing the cause to be sent to the Court of *Relação* of the judicial district of the Provinces of Angola, St. Thomas, and Prince, in order that the law may be there carried out.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 135.

Judgment.

(Translation.)

WHEREAS the Council of the Supreme Tribunal of Justice have agreed, that, without entering into the question of the classification of the offence, and considering only the application of the amnesty, the decision, folio 109, applying the amnesty of the 20th of October, 1855, to an offence committed on the 18th of February, 1856, and against which judicial proceedings were only subsequently taken, has not only gone against the spirit and letter of the said amnesty, but also against the express provision of Article 120 of the Penal Code; therefore the said decision, folio 109, is hereby declared to be null, and the cause is ordered to be sent to the *Relação* of the judicial district of the Provinces of Angola, and St. Thomas, and Prince, that the law may be there carried out.

Lisbon, April 13, 1858.

(Signed)

VELLEZ CALDEIRA.
FERRAO.
GRADE.
AGUIAR.
FERRAZ.
VIEIRA DA MOTTA.
GUIMARAENS, *Secretary*.

* Class B, presented 1858, No. 274.

No. 136.

Mr. Howard to the Earl of Malmesbury.—(Received June 14.)

My Lord,

Lisbon, June 7, 1858.

WITH reference to my despatches of the 19th of December, 1856, and of the 26th of January last, to the Earl of Clarendon,* relative to the abolition, in the Province of Angola, of the forced labour termed "service of carriers," formerly exacted from the free negroes, and to the prohibition of the use of that term, I have the honour of inclosing a translation of a Portaria, issued on the 12th ultimo by the Viscount de Sá da Bandeira, and published in the "Diario de Governo" of the 5th instant, directing the Governor-General of the above-named province to institute an inquiry into the accusations brought by a journal of this capital against the Chief of the district of Ambaca of continuing to put that service in force, notwithstanding the express stipulations of the Royal Decree of the 3rd of November, 1856, to take immediate measures to secure to the inhabitants of that district and of all others the enjoyment of the benefits guaranteed to them by that Decree, and to cause any public functionary who shall fail to carry out its provisions to be severely punished according to the existing laws.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 136.

Portaria.

(Translation.)

THE "Nação," a newspaper of this capital, having published, in its number of the 8th of April last, a correspondence accompanied by documents by which it would appear that, in some of the districts of the province of Angola, the abusive practice is still kept up of forcing the free natives to perform the service there denominated as "de carregadores" (carriers), notwithstanding the express provisions of the Decree of the 3rd November, 1856, which prohibit and abolish such practice: His Majesty the King, therefore, commands that the Marine and Colonial Department transmit to the Governor-General of the said province a copy of that newspaper, in order that he may call upon the Chief of the district of Ambaca, against whom accusations are brought forward, and report upon the subject of the said correspondence, taking at once the requisite measures for securing to the inhabitants of that district, and of all others, the enjoyment of the benefits accorded to them by the above-mentioned Decree, and of which, previous to the publication of it, they were defrauded, notwithstanding that in virtue of the constitution of the monarchy all Portuguese subjects, without distinction of colour, of race, or of birthplace, have equal rights.

His Majesty further commands that the said Governor-General shall cause to be severely punished, in accordance with the existing laws, any public servant who, through an interested motive, or through neglect, shall fail to comply with the prescriptions of the said Decree of the 3rd November, 1856, the full observance of which is hereby again enjoined.

And inasmuch as the complaints of the traders, of the losses which they allege through the want of means of conveyance for their goods and merchandize, as well as through the plunder and abandonment of the same by the negroes in the interior of the province, also merit attention, His Majesty commands that the Governor-General shall endeavour, without delay, to carry out the Portarias relative to this subject, which were issued to him under date of 9th April last.

Palace, May 12, 1858.

(Signed) SA DA BANDEIRA.

No. 137.

Mr. Howard to the Earl of Malmesbury.—(Received June 14.)

My Lord,

Lisbon, June 7, 1858.

I HAVE the honour of transmitting herewith a translation of a Portaria issued on the 31st ultimo, by Viscount de Sá da Bandeira, to the Governor-General of Mozambique, and published in the "Diario do Governo" of the 5th instant, declaring that His Majesty the King had approved of the Portaria of his predecessor confirming the act

* Class B, presented 1857, No. 414; and Class B, presented 1858, No. 294.

of the ex-Governor of Quillimane, which restored to liberty more than 200 negro-settlers of the place of Licungo, who had been sentenced by the Superintendent of the Decisions of the Caffres to be reduced to a state of slavery, as a consequence of the Chief of those settlers having sold the liberty of his own person to another individual.

The same Portaria enjoins upon the Governor-General not only to employ all the means at his disposal in order to carry out existing regulations, but likewise to require of the Board of Guardians of Slaves and Liberated Negroes, the execution of the obligation devolving upon them to assert the liberty of all individuals who, like the settlers of Licungo, may have been improperly reduced to slavery.

I have, &c.
(Signed) HENRY F. HOWARD.

Inclosure in No. 137.

Portaria.

(Translation.)

WHEREAS His Majesty the King having seen the Portaria, dated 7th July, 1853, from the then Acting Governor-General of the province of Mozambique, Joaquim Pinto de Magalhães, confirming the act of the ex-Governor of Quillimane, Onofre Lourenço de Andrade, which restored to liberty more than 200 negro settlers of Licungo, who had been sentenced to a state of slavery by the Superintendent of the Decisions of the Caffres, Hyppolito José de Mello, in consequence of the Chief of these settlers having sold his personal liberty to another individual; and considering the practice in use among almost all the negro tribes of Africa, of individuals, under certain circumstances, selling their own persons, and the persons of those subject to them, or forming a part of their families, to be absurd, and contrary to the principles of justice in force among civilized nations; and as it is not enough that the barbarous usages of the Caffres in this respect shall have been expressly abolished in the Portuguese dominions by Article 13 of the Decree of 22nd of December, 1854, which abolished the institution of slavery on the Crown lands on the province of Mozambique; but it is further necessary for the ends of justice to do away entirely with all vestige of such practices, His Majesty, through the Marine and Colonial Office, causes to be signified to the present Governor of that province his approval of the said Portaria of his predecessor, and further commands him not only to use all his endeavours to carry fully into effect the provisions of Article 13 of said Decree, but also to exact from the Board of Guardians of Slaves and Liberated Negroes the punctual performance of the duty incumbent on them by virtue of Article 16, section 4, of the Decree of the 14th December, 1854, viz., that of asserting the liberty of all individuals who, like unto the settlers of Licungo, or in any other manner, may have been illegally reduced to slavery.

Palace, May 31, 1858.

(Signed) SA DA BANDEIRA.

No. 138.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, July 6, 1858.

WITH reference to your despatch of the 7th ultimo, I have to acquaint you that Her Majesty's Government learn with satisfaction the orders which have been issued by the Viscount de Sá da Bandeira as published in the "Diario do Governo" of the 5th of June, for the purpose of securing to the free negroes in Angola the benefits guaranteed to them by the Decree of the 3rd of November, 1856, by which they were exempted from the forced labour formerly exacted from them under the denomination of "serviço de carregadores."

I am, &c.
(Signed) MALMESBURY.

No. 139.

Mr. Howard to the Earl of Malmesbury.—(Received August 23.)

My Lord,

Lisbon, August 13, 1858.

I HAVE the honour of inclosing a translation of a Portaria addressed on the 26th ultimo by the Viscount de Sá da Bandeira to the Governor-General of the Cape de Verde

Islands, and published in the "Diario do Governo" of yesterday, directing him, for the reasons therein adduced, to issue the necessary orders that in no case any passports should be delivered for the transfer of slaves to the Islands of St. Anthony and St. Nicholas, but, on the contrary, to facilitate the transfer of any slaves existing there to any other of the islands of the Archipelago of the Cape de Verdes where there may still be slaves.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 139.

Portaria.

(Translation.)

WHEREAS there are now existing in the Islands of Santo Antão and of São Nicolau a very small number of slaves, and there being in the same islands a sufficient number of free people for the requirements of agricultural and industrial labours to allow of the extinction, within a short period, of the condition of slavery in the said islands, His Majesty the King has been pleased to command, through the Marine and Colonial Department, that the Governor-General of the province of Cape Verdes shall issue the necessary orders to the effect that in no case shall any passports be given for the transfer of slaves to either of those two islands; but, on the contrary, to facilitate the transfer of any slaves existing there to any other of the islands of the Archipelago of the Cape de Verdes where there may still be slaves.

Palace, July 26, 1858.

(Signed) SA DA BANDEIRA.

No. 140.

Mr. Howard to the Earl of Malmesbury.—(Received September 4.)

My Lord,

Lisbon, August 20, 1858.

THE Governor of the province of St. Thomas and Prince having represented the necessity of assistance from the Government, so as to prevent the importation of slaves into those islands, the Viscount de Sá da Bandeira has issued a *Portaria*, dated the 2nd ultimo, and recently published, directing the transmission to the Commander of the Portuguese naval station on the West Coast of Africa, of orders that a vessel belonging to it should visit the said islands as often as possible, in order to prevent the Slave Trade as much as feasible, whether by cruising on their coasts, or by rendering any other service that may be required by the Governor.

I have, &c.

(Signed) HENRY F. HOWARD.

No. 141.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, September 6, 1858.

WITH reference to Lord Clarendon's despatches of the 4th and 5th of January last,* I have to acquaint you that the "*Minnetonka*," the vessel which was suspected of being engaged in the Slave Trade, and with which the Commander of the Portuguese war-schooner "*Zambesi*" was in communication at Inhambane in the summer of last year, has recently been captured by one of Her Majesty's cruisers on the West Coast of Africa, fully equipped for the Slave Trade. And I have further to inform you that the master who was in charge of the "*Minnetonka*" when she was captured, has acknowledged that he acted as mate of that vessel on her voyage last year, when she shipped a cargo of slaves in the Mozambique Channel which were afterwards safely landed in Cuba.

You will communicate these facts to the Portuguese Government with reference to the proceedings of the Commander of the "*Zambesi*" on the occasion in question.

I am, &c.

(Signed) MALMESBURY.

* Class B, presented 1858, Nos. 283 and 284.

No. 142.

Mr. Howard to the Earl of Malmesbury.—(Received September 15.)

My Lord,

Lisbon, September 1, 1858.

I HAVE the honour to inclose a translation of a Royal Decree of the 28th ultimo, published in the "Diario do Governo" of the 31st of the same month, imposing a tax upon every registered slave of value, whether male or female, between the ages of fifteen and sixty years, in the transmarine provinces of Portugal; the object assigned for this measure being the urgency of making those provinces meet their expenses out of their own resources.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 142.

Decree.

(Translation.)

WHEREAS it is of the greatest necessity to provide for the expenditure of the Transmarine Provinces out of their own resources, and as the Bill laid before the Chamber of Deputies on the 12th of June of last year, for establishing in those provinces a tax upon each registered slave of value, was not converted into law; conforming with the report of the Colonial Board of the 9th of June of that year, I am pleased, in the exercise of the authorisation conferred by Section 1, Article 15 of the Additional Act to the Constitutional Charter of the Monarchy, and having heard the Council of Ministers, to decree the following:—

Article 1. A tax is hereby established in the Transmarine Provinces upon each registered slave of value, whether of the male or female sex, and between the ages of fifteen and sixty years.

Sect. 1. In the State of India, and in the provinces of Cape Verd, St. Thomas and Prince, and of Angola, this tax will be 400 reis (about 1*s.* 10*d.*) for slaves of the male sex, and 200 reis for slaves of the female sex.

Sect. 2. In the Province of Mozambique, and in the Islands of Timor and Solor, this same tax shall be 200 reis for slaves of the male sex, and 100 reis for those of the female sex.

Art. 2. The Governors of the above-mentioned provinces, in concurrence with the respective Financial Boards, will take such measures as may be required for collecting the tax established by the present Decree.

Art. 3. All legislative enactments to the contrary are hereby revoked.

The Minister of Marine and Colonies shall have thus understood it, and shall cause it to be carried out.

Palace, August 28, 1858.

(Countersigned)

VISCOUNT SA DA BANDEIRA.

(Signed)

KING.

No. 143.

Mr. Howard to the Earl of Malmesbury.—(Received September 24.)

My Lord,

Lisbon, September 18, 1858.

INCLOSED I have the honour of transmitting to your Lordship a copy of the note which I addressed to the Marquis de Loulé, under date of the 15th instant, communicating to his Excellency, in compliance with the instructions contained in your Lordship's despatch to me of the 6th instant, the circumstances of the recent capture, by one of Her Majesty's cruizers on the West Coast of Africa, of the slaver "*Minnetonka*," with which the Commander of the Portuguese war-schooner "*Zambesi*" was in communication at Inhambane in the summer of last year.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 143.

Mr. Howard to the Marquis de Loulé.

M. le Ministre,

Lisbon, September 15, 1858.

WITH reference to that part of my note of the 16th of January last to your Excellency, which refers to the proceedings of the Commander of the Portuguese schooner of war "Zambesi," in the case of the vessel under American colours, the "*Minnetonka*," which was suspected of being engaged in the Slave Trade, and with which he was in communication at Inhambane in the summer of 1857, I have the honour, in compliance with the instructions which I have received from the Earl of Malmesbury, to acquaint your Excellency that the "*Minnetonka*" has recently been captured by one of Her Majesty's cruisers on the West Coast of Africa fully equipped for the Slave Trade, and that the master, who was in charge of the "*Minnetonka*" when she was captured, has acknowledged that he acted as mate of that vessel on her voyage last year, when she shipped a cargo of slaves in the Mozambique Channel, which were afterwards safely landed in Cuba.

I avail, &c.

(Signed) HENRY F. HOWARD.

No. 144.

Mr. Howard to the Earl of Malmesbury.—(Received October 3.)

My Lord,

*Lisbon, September 22, 1858.**

WITH reference to my despatch of the 18th instant, I have the honour to inform your Lordship that I have received a note, dated the 20th instant, from the Marquis de Loulé acknowledging the receipt of that of the 15th instant, in which I communicated to his Excellency the recent capture of the slaver "*Minnetonka*" by one of Her Majesty's cruisers on the West Coast of Africa, thanking me for that communication, and acquainting me with its transmission by him to the Minister of Marine for the proper objects.

I have, &c.

(Signed) HENRY F. HOWARD.

No. 146.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, October 8, 1858.

WITH reference to Mr. Paget's despatch of the 17th of November last, stating that Senhor José Julio Rodriguez, Judge of the Court of Appeal at Loanda, had been appointed Commissioner in the Mixed Commission at that place, I transmit to you herewith a copy of a despatch from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda,* inclosing copies of a correspondence which has passed between him and Mr. Rodriguez, in consequence of that gentleman having declined to accede to the proposal of Mr. Gabriel that he should renew the oath of office prescribed by Article I of Annex B to the Treaty of the 3rd of July, 1842.

I have to instruct you to acquaint the Portuguese Government that the view taken of this matter by Mr. Gabriel appears to Her Majesty's Government to be correct, and that, as the acts of Senhor Rodriguez, in the character of Portuguese Commissioner, have hitherto been ministerial only, and not judicial, no inconvenience can arise from following the more regular course suggested by Mr. Gabriel, while, on the other hand, it would be very inconvenient if judicial acts of the Portuguese Commissioner hereafter should be called in question in consequence of his not having renewed the oath of office on his actual appointment to that post.

I am, &c.

(Signed) MALMESBURY

* Class A, No. 80.

No. 147.

Mr. Howard to the Earl of Malmesbury.—(Received October 8, 3.30 P.M.)

(Telegraphic.)

Lisbon, October 8, 1858, 8 A.M.

I AM informed by the French Minister that the French men-of-war have not come here to employ force, but that he will ultimately be obliged to withdraw from this Court if the Portuguese Government do not yield.

No. 148.

The Earl of Malmesbury to Mr. Howard.

(Telegraphic.)

Foreign Office, October 9, 1858.

THE good offices of Her Majesty's Government will gladly be given to prevent a collision between France and Portugal, but they have no decisive information on case of the ship. The Portuguese Government had better drop the prosecution, if there were informalities during or after the seizure.

No. 149.

Mr. Howard to the Earl of Malmesbury.—(Received October 14.)

(Extract.)

Lisbon, October 8, 1858.

IN a private conversation which I had with the French Minister on the 6th instant, he stated that he understood that it was in consequence of my advice that the Portuguese Government had refused to agree to the demands of his Government in the affair of the "Charles et Georges;" and he intimated his opinion that, in giving that advice, I had done the Portuguese a bad service.

I replied to the Marquis de Lisle that he had been completely misinformed; that my opinion had neither been asked by the Portuguese Government, nor had I given it; that if I had been asked by them whether they should yield at once, I should have declined giving my opinion; but that I should certainly never have volunteered an opinion that they ought to incur the humiliation of yielding without the threat or the demonstration of the employment of force: and I added that he well knew that the Portuguese were weak, and quite unable to resist France.

I observed, however, that I did not say that, if the Portuguese Government were to ask my opinion concerning a proposal of mediation to be made by them to France, in conformity with the principle recorded in the 23rd Protocol of the Conference of Paris of 1856, I should not express my approval of such a proposal.

The Marquis de Lisle observed to me, on a former occasion, that it had been stated that there was a British man-of-war at Mozambique at the period when the "Charles et Georges" was apprehended, and that Her Majesty's Consul had availed himself of her presence to press upon the Portuguese authorities there the extreme measures which had been adopted against that vessel.

I told M. de Lisle at the time, and repeated to him again yesterday more fully, that, having the reports of Mr. McLeod, and of Captain Lyster, of Her Majesty's ship "Castor," in my possession, I was enabled to state that it was true that Mr. McLeod had announced to the Governor-General of Mozambique that he had received intelligence that a vessel (which afterwards turned out to be the "Charles et Georges") was at anchor in Conducia Bay, within a couple of miles of his own residence, and that there was reason to suspect she was shipping slaves; but that at this point Mr. McLeod's action appeared to have ceased, because he had stated, in a despatch to Her Majesty's Foreign Department, dated the 1st of January, 1858, that he would transmit the details of the affair as soon as he learnt them from the Governor-General.

I observed, with regard to Captain Lyster, that, in explaining to the Governor-General of Mozambique, at an interview which he had with him on the 3rd December, 1857, the anxiety of Admiral Sir Frederick Grey to co-operate with him in any measure for the suppression of the Slave Trade which the existing Treaties between Great Britain and foreign Powers would admit, he had distinctly stated that Sir Frederick had no power to interfere with French vessels procuring labourers for Bourbon.

I added, that it did not, however, appear that the Governor-General had made any

request for Captain Lyster's assistance. Indeed, I yesterday read to the Marquis de Lisle that part of Captain Lyster's despatch of the 24th December, 1857, to Sir Frederick Grey (a copy of which was inclosed to me in the Earl of Clarendon's despatch of the 16th of February last), in which he reports his interview with the Governor-General.

The French Minister expressed himself, on both points, perfectly satisfied with my statements.

I dare say that he only pretended to have received information that I had advised the Portuguese Government not to yield, in order to ascertain the fact; but I, nevertheless, thought it best to speak openly to him.

No. 150.

Mr. Howard to the Earl of Malmesbury.—(Received October 14.)

(Extract.)

Lisbon, October 8, 1858.

THE two French men-of-war, whose arrival here on the 3rd instant I had the honour of reporting to your Lordship, are the line-of-battle ships "Donawerth," bearing the flag of Rear-Admiral Lavaud, and the "Austerlitz."

Previously to writing my despatch, I called upon the French Minister, the Marquis de Lisle, with the view to ascertain the motives of the sending of these ships to Lisbon, of whose intended arrival, however, as well as of that of others, in the affair of the French vessel the "Charles et Georges," condemned as a slaver at Mozambique, I had been told a couple of days before.

In the conversation which I had with the Marquis de Lisle on this occasion, although he observed jocosely that these ships had not arrived to bombard Lisbon, and stated (as the ostensible reason of their coming) that, being on their way from Toulon to Brest, they had entered this port for the purpose of coaling, yet he fully admitted that they had been sent here to support the demands of the French Government in the case of the "Charles et Georges," and said that he likewise expected others, and, amongst them, the "Redoutable," a line-of-battle ship, I believe, of the first class.

He added the information (also contained in my above-mentioned telegram) that he had received a telegraphic despatch of the 2nd instant from Count Walewski, informing him that the affair of the "Charles et Georges" was to be submitted to a new examination: by which he understood that it was to be brought before the French Council of State, and that ulterior instructions would be sent to him.

The Marquis said that he expected these instructions by the "Coligny," steamer of war, and that, in the meantime, neither he nor Rear-Admiral Lavaud had any instructions to act.

He remarked, as a proof that the ships had not come with hostile designs, that he was just going to call upon the Marquis de Loulé in order to introduce the Admiral to him, and to ask an audience of the King for the latter.

M. de Lisle, nevertheless, spoke very warmly on the subject of the "Charles et Georges," stating the impossibility of the French Government admitting the right of the Portuguese Government to capture and condemn a vessel duly provided with papers which proved the commission she had received from the French Government, and having a delegate of that Government on board, or of their consenting to give up their demands for the immediate restitution of the vessel and the liberation of the captain.

I took an opportunity, during this conversation, of expressing to the Marquis my hope that if the Portuguese Government were to propose to the French Government to submit the affair to the mediation of a friendly Power, in conformity with the principle recorded in Protocol 23 of the Conferences of Paris, of the 14th April, 1856, the French Government would not reject that proposal; and I said that I thought they would be the less justified in declining it, as it was on the invitation of France, communicated by himself, as well as of England and other Powers, that Portugal had acceded to that principle.

The Marquis replied that he had no knowledge of the views of his Government on this point; but that I would recollect that the different Powers had reserved to themselves, in this matter, their independence and liberty of action; that Portugal had done so also; and that he was of opinion it would not do for France to admit the intervention of another Power in a question which affected the protection of French subjects from insult.

With regard to the mediation, I reminded the Marquis de Lisle that although in the affair of the indemnity claimed by us of the Neapolitan Government, for the British

engineers of the "Cagliari," we considered that we should, if they persisted, after so protracted a negotiation, in refusing our demands, be justified in enforcing a compliance with them, yet we had, nevertheless, as a practical proof of our moderation, offered to refer the case to the mediation of a friendly Power; and I said I thought the French Government might well do the same in the case of the "Charles et Georges." The Marquis, however, repeated his opinion that he did not think France could accept a mediation with regard to it.

On the morning of the 5th instant I saw the Marquis de Loulé, and learnt from him that he had written to Baron Paiva, the Portuguese Minister at Paris, by the French steamer to Nantes, of the 4th instant, directing him contingently to make to the French Government the proposal of a mediation in the affair of the "Charles et Georges."

I remarked to the Marquis de Loulé, as his despatch to Baron Paiva could not reach Paris before the 8th or 9th instant, and as time was valuable in this matter (for the decision of the French Government as to their ulterior course might be taken before that period), that, having decided to propose a mediation if the French Government were not satisfied with the explanations given by the Portuguese Government, he would do well to send a telegram to the same effect, immediately, to Baron Paiva. The Marquis approved of this idea, and said he would act upon it. The Viscount de Sá, whom I afterwards saw, and who has recently been seriously ill, likewise expressed his approval of it, the more so, as he had been from the first of opinion that the Portuguese Government should, in offering their explanations, at once propose to submit the question to a mediation, if those explanations were not accepted as satisfactory. I may observe, that when the Marquis de Loulé showed me his note to M. de Lisle of the 18th of September, I remarked upon there being no mention in it of a mediation, which he had told me he thought of proposing; and that he replied, it had been deemed more advisable to reserve such a proposal for a later period of the negotiation.

On the following morning, the 6th instant, the Marquis de Loulé told me that he had directed the transmission of his telegraphic despatch to Baron Paiva, but that it had not been possible to forward it till the evening of the 5th instant; but later in the day he informed me that he found that it had not been able to be sent, because the Portuguese Foreign Office had no cypher in use with their mission at Paris, or even at London, and he asked me what I thought could be done.

I replied, that I would undertake to transmit to Lord Cowley, in cypher, any message he wished delivered to Baron Paiva, and he, accordingly, wrote down the minute of a message, which I forwarded to his Lordship.

It is now necessary that I should mention the following circumstance, which occurred on the 5th instant, and which became a subject of remark in the newspapers and amongst the public:—

When the King of Portugal proceeded in his barge, with the Royal standard flying, to the steam-corvette "Bartholomeu Dias," to take leave of his brother, the Duke of Oporto, who was proceeding in command of her to Madeira, the French men-of-war did not salute His Majesty on his passage, as is the custom of this port, nor did they do so when the Royal standard was afterwards hoisted on the corvette, although His Majesty was saluted by Portuguese men-of-war.

This omission was displeasing to His Majesty, who, in fixing the 7th instant for receiving the French Admiral, requested the Marquis de Loulé to obtain some explanation of it.

The Marquis de Loulé accordingly waited upon the French Minister, for the purpose of communicating with him on the subject of the Admiral's audience, but before he had time to refer to the question of the neglected salute, the Marquis de Lisle expressed to him his great regret at the omission, saying that the Admiral was not on board at the time; that the officers who were left in charge of the ships had not perceived His Majesty on his passage; that afterwards they thought it was too late; that they had been deceived by the circumstance of a Portuguese brig-of-war near them (which is not, however, in commission), not having saluted, and that the Admiral would himself, at his audience of the King, make his excuses to His Majesty.

The Marquis de Loulé observed, that the King had noticed the omission, and had been somewhat displeased at it; but that he, the Marquis, had stated that he was sure it was a mistake, for that the demand of an audience on the part of the Admiral could not be reconciled with the offer of any slight on his part.

I afterwards met the Marquis de Lisle, who made the same observation to me, to which I replied, that I had also marked the omission, but that I had felt convinced that it was the result of a misunderstanding.

During the Marquis de Loulé's visit to the Marquis de Lisle, the latter took occasion

to state, that the French ships of war had not come here to employ force in the affair of the "Charles et Georges," nor to seize that vessel, but that they were on their way from Toulon to Brest, and entered this port to take in coal; and then said to the Marquis de Loulé that he would tell him at once the end of the affair ("dénouement de l'affaire"), which would be, that if the Portuguese Government did not yield to the demands of the French Government, he (the Marquis de Lisle) would have to leave Lisbon.

The French Minister afterwards pressed the Marquis de Loulé to acquiesce in those demands, but begged him not to talk to him of mediation, and at all events, if he intended offering one, not to make the proposal through him, but through the Portuguese Minister at Paris.

The Marquis de Lisle held to me, a few hours later, precisely the same language in respect to the French ships of war not having come with hostile intentions, and to his withdrawal, in case of Portugal not yielding.

The Marquis de Loulé, in relating to one of my colleagues what M. de Lisle had said to him on the subject, stated it to be that, "without prejudging the future, the French ships would leave the Tagus, as they had entered it—as good friends."

I observed on the occasion to which I allude that the French Minister's language was much more moderate than it was a few days ago, and several of my colleagues have made the same remark. Of course, the circumstance that the French men-of-war may now leave the Tagus as friends does not imply that they may not return to it in a different character at another period, should a rupture of diplomatic relations take place between France and Portugal.

I may add, that the conduct pursued by the French Government in sending a squadron here to intimidate the Portuguese Government, before even the answer of the latter had been taken into consideration, is very generally blamed by the foreign diplomats here, and more particularly by the Representatives of the weaker Powers.

The captain of the "Charles et Georges" continues at liberty, that is to say, he is permitted to come on shore from his ship, notwithstanding that the French Minister, who had pledged his word for him until the 1st of October, when the Court of Relação was to meet, withdrew it at that date.

The Marquis de Loulé told me that he had reason to believe that the captain's liberty would not be interfered with, pending the decision of his appeal to that Court. His Excellency said he was likewise endeavouring to hasten the legal proceedings in the affair.

No. 151.

The Earl of Malmesbury to Mr. Howard.

Sir,

Auchmacarry, October 15, 1858.

HER Majesty's Government have read with much concern your despatches referring to the dispute between France and Portugal, and cannot but regret that the French Government, without first attempting to obtain their object by diplomatic means, have at once sent an imposing force to menace the port of Lisbon.

As far as they are at present informed, it appears to Her Majesty's Government that, on the one hand, the French captain and delegate on board the "Charles et Georges" violated the municipal laws of Portugal by anchoring at a forbidden point within Portuguese waters, and being there found with a cargo of negroes, who had all the appearance of being slaves, and who stated themselves to have been abducted from a dependency of Portugal; on the other hand, that the French captain and delegate had obtained from the Sheik of Matabane a permission to engage and export labourers of his tribe; and that in a document (which is published in the "Daily News" of the 12th instant) the contract declares itself "to have been made and passed at the Court of the said Sheik." The document runs thus:

"It is agreed and understood that you hire yourself for five years to go to the Isle of Bourbon, in the ship _____, Captain _____. You are hired at the rate of two piastres per month during the whole period of your engagement.

"As soon as the engagement shall be terminated, you will be free, either to remain in Bourbon, or to return to your country. The present contract is made and passed at the Court of the Sheik of the Matabane tribe, in the presence of the Sheik Ali, of the Agents Ali Mouro, Sidi Sidi, the interpreter of the ship, and the captain, and signed by witnesses in the presence of the above-hired labourers, after having been read by the interpreter."

You are aware that Her Majesty's Government have never altered their opinion as to

the analogous nature of the French scheme for exporting negroes with that of avowed Slave Trade. It is not, however, with a view to support that opinion, fortified by the present case, that I address you, but in the hope that a suggestion may be accepted which may solve this question of national honour.

If the above statement is correct it appears to Her Majesty's Government that Portugal, without any sacrifice of her dignity and rights, may admit that the French delegate and captain, when negotiating for labourers with the Sheik of Matabane, believed him to be an independent Chief, and were ignorant of his being a dependent subject of the Portuguese Government; for their contract speaks of him as of an independent Ruler, having a Court of his own. Should the Portuguese Government see the transaction in this light, it appears to Her Majesty's Government to be consistent with a wise indulgence to drop the prosecution of a case which originated in an error, and which might, if imprudently urged against France, be the cause of the gravest complications.

Such a course on the part of the Portuguese Government would be accompanied by a note distinctly recapitulating the details of the Municipal Law of Portugal on the Mozambique coast, and to what extent the Portuguese dependencies are claimed to extend.

You will take the earliest opportunity of expressing to the Portuguese Government the view which Her Majesty's Government take of this case, and urge upon them the policy and wisdom of accepting the advice which I have the honour to tender through Her Majesty's Minister at the Court of Lisbon.

I am, &c.
(Signed) MALMESBURY.

No. 152.

Mr. Howard to the Earl of Malmesbury.

(Telegraphic.)

Lisbon, October 14, 1858, 7 A.M.

IT appears that the French Delegate, on board the vessel, deposed at Mozambique, and said he would report the fact to the Government of Bourbon, that the conditions prescribed by the French Government had not been observed in respect to the negroes bought by the captain on Portuguese territory.

No. 153.

Mr. Howard to the Earl of Malmesbury.—(Received October 24.)

My Lord,

Lisbon, October 15, 1858.

HEREWITH I have the honour of transmitting a copy of a note which I this day addressed to the Marquis de Loulé, communicating to him, in execution of the instructions contained in your Lordship's despatch to me of the 8th instant, a copy of Mr. Gabriel's despatch of the 30th of May last, and of its inclosures, relative to the refusal of Senhor Rodriguez, the Portuguese Commissioner in the Mixed British and Portuguese Commission established at Loanda, to accede to the proposal of Mr. Gabriel, that he should renew the oath of office prescribed by Article 1 of Annex B to the Treaty of the 23rd of July, 1842, and bringing under his Excellency's notice the views of Her Majesty's Government on that refusal as stated by your Lordship.

I have, &c.
(Signed) HENRY F. HOWARD.

Inclosure in No. 153.

Mr. Howard to the Marquis de Loulé.

M. le Ministre,

Lisbon, October 15, 1858.

WITH reference to your Excellency's note of November 10, 1857, to Mr. Paget, announcing the appointment of Senhor José Julio Rodriguez, Judge of the Court of

Relação at Loanda, to be His Most Faithful Majesty's Commissioner in the Mixed British and Portuguese Commission established in that city, I have the honour, in execution of the instructions which I have received from Her Majesty's Principal Secretary of State for Foreign Affairs, of communicating herewith to your Excellency a copy of a despatch of the 30th May last from Mr. Gabriel, Her Majesty's Acting Commissioner, to the Earl of Malmesbury, as well as of the copies therein inclosed, of a correspondence which has passed between him and Senhor Rodriguez, in consequence of that gentleman having declined to accede to the proposal of Mr. Gabriel that he should renew the oath of office prescribed by Article 1 of Annex B to the Treaty of the 3rd July, 1842, between Great Britain and Portugal, for the suppression of the Slave Trade.

In making this communication to your Excellency, I am instructed by Lord Malmesbury to acquaint your Excellency that the view taken by Mr. Gabriel, viz., that Senhor Rodriguez should now, on his formal appointment as His Most Faithful Majesty's Commissioner, renew his oath, because, when he took his first oath in December 1856, his nomination had not taken place in conformity with the stipulations of the said Treaty, appears to Her Majesty's Government to be correct; and that as the acts of Senhor Rodriguez, in the character of Portuguese Commissioner, have hitherto been ministerial only and not judicial, no inconvenience can arise from following the more regular course suggested by Mr. Gabriel, while on the other hand it would be very inconvenient if judicial acts of the Portuguese Commissioner hereafter should be called in question in consequence of his not having renewed the oath of office on his actual appointment to that post.

I avail, &c.

(Signed) HENRY F. HOWARD.

No. 154.

Mr. Howard to the Earl of Malmesbury.—(Received October 24.)

My Lord,

Lisbon, October 15, 1858.

WITH reference to the subject of my despatch of the 7th of June last, I have the honour of transmitting herewith a translated abstract of a Portaria addressed, on the 22nd ultimo, by Viscount de Sá da Bandeira to the Governor-General of Angola, and published in the "Diario do Governo" of the 4th instant, in answer to his representations concerning the difficulties he had experienced in the execution of the Royal Decree of the 3rd of November, 1856, which abolishes the compulsory service of carriers, in consequence of the inveterate reluctance on the part of the blacks to labour and act as carriers, and which he affirmed could not be overcome without compulsion, and respecting the serious evils which resulted from this cause to the Province, in the absence of other means for transporting the produce from the interior to the seaports.

The Viscount de Sá, in the commencement of this Portaria, rebuts the general assertion that the blacks always try to avoid labour, and recommends the adoption of gentle and indirect means, in order to encourage the propensity shown by the natives in some districts for engaging in agricultural pursuits, and to overcome the repugnance evinced by the inhabitants of other districts to labour, whether as farmers or carriers.

His Excellency further points out various measures which should be taken to supply the want of carriers, such as the improvement of communications by the construction of roads, the formation of caravans, and the organization of a system of transport by carts between different localities.

With reference to the hopes which appear to be entertained of a return to the former abusive state of things, his Excellency observes that it is necessary entirely to dissipate such hopes, and to eradicate the idea that the white population of the Portuguese African colonies have a right to the labour of the natives without giving them due remuneration; moreover, that the authorities are bound firmly to uphold the principle of the Constitutional Charter of the Monarchy, which guarantees to every Portuguese subject, whatever may be his birth-place, race, or colour, the right of remuneration for his services.

In concluding, the Viscount de Sá states that the King authorizes the Governor-General to adopt and publish such measures upon this subject as he may deem necessary, keeping in view the heads of this Portaria.

I should observe that the Viscount de Sá has been much pressed by petitions from interested parties, such as Commercial Associations, and others, to modify the above-mentioned Decree of November, 1856; and that his persistence in upholding his humane

principles affords a new proof, although no such fresh proof is necessary, how consistent and persevering a friend and protector he is of the black race.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 154.

Translated Abstract of Portaria, dated September 22, 1858.

VARIOUS despatches of the Governor-General of the Province of Angola having been laid before the King, in which he states the difficulties which he has experienced in the execution of the Decree of 3rd November, 1856, which abolishes the compulsory labour of carriers—difficulties which he, the Governor-General attributes to an inveterate reluctance on the part of the blacks to labour, and which he affirms cannot be overcome without compulsion, having already led to a sensible defalcation in the supply of goods from the interior; and he requests that His Majesty's Government will take effectual measures, and come to a decision upon this question; stating, at the same time, that the country cannot dispense with the service of the blacks as carriers, and that, if left to their natural indolence, the collection of the increased tax ("dizimo") will be found impossible, as it has already given rise to a certain amount of emigration to the interior, where taxation does not exist.

The subject of the above-mentioned despatches has suggested the following considerations:—

1. In reviewing what has taken place in the Province of Angola, since the publication of the Decree of 3rd November, 1856, it appears that the repugnance of the blacks to the service of carriers is more strongly shown in the central districts, viz., Golungo Alto, Ambaca, and Pungo Andongo, where formerly they were compelled to do such service, and where the oppression and extortion consequent upon it was most severely felt by them, occasioning at times extensive emigration from the Portuguese territories to those of independent Chiefs, and producing the almost entire depopulation of some districts, as is attested by official documents of former Captains-General and Governors.

The case, however, is different in other districts where the said service was not compulsory, even previously to the publication of the Decree of 3rd November, 1856, as in Benguella and the adjoining country, where, since 1796, it has been expressly prohibited to compel the natives to carry merchandize; in the district of Duque de Braganza, where, by the Annexation Act in the year 1838, it was stipulated that the several Chiefs should not be obliged to furnish blacks for that service; and in the vast territories of Talla Mugongo, where, by the Regulation given to the Chief in 1854, he was expressly prohibited from furnishing carriers. The same occurs in the territories of Bembe and of Ambriz, where there is a similar exemption, and where it is not necessary to compel the blacks to carry merchandize, as they make no objection to the performance of the service by agreement.

A considerable traffic is still carried on now, as previously to the publication of the Decree, between the city of Benguella and the interior, as is seen by the trade returns published in the "Boletim" of the 1st May of this year, wherein the exportation effected through the Loanda Custom-house, in the month of February, amounts to 41,388 milreis 700 reis, and the exportation through the Benguella Custom-house, in January, to 51,161 milreis 561 reis, showing a difference of 9,772 milreis 861 reis in favour of Benguella.

2. Other facts go to prove that the labour of the blacks is not always the effect of compulsion, for in the said "Boletim" it is stated that the blacks of the district of Casengo are more laborious than any others, tilling the land on their own account, or on account of the landowners, and that the natives of Golungo Alto are beginning to apply themselves to the growth of cotton; and in the district of Don Pedro V (Bembe) they are encouraged in their industry by the greater consumption caused by the strong garrison of the place. The Governor of this district writes, on the 31st December, 1857, that the construction of the road might be greatly advanced, as native labourers could be procured in any number for a daily payment of 100 coral beads, equivalent to about 80 reis of Portugal, per day.

Therefore, the general assertion that the blacks always try to evade labour is not sufficiently well founded.

3. It will be expedient, then, that the propensity shown by the natives of the last-

CLASS B.

mentioned districts for engaging in agricultural pursuits, should be encouraged and developed by gentle and indirect means, and that the same means be made use of to overcome the repugnance which the inhabitants of other districts appear to entertain to labour, whether as farmers or as carriers. This was the object aimed at in the promulgation of the Decree of the 3rd November, 1856, which enacts the increase of the tax upon each habitation, improperly denominated "dizimo," and which may still be considered moderate, being under the maximum of 1 milreis 100 reis on each hearth, while the blacks of the Colony of Natal, who are not more advanced in civilization than those of Angola, pay 11s. per hut or hearth, equal to 2 milreis 475 reis; the increase of taxation being meant as an incentive to increased activity on the part of the natives.

4. Other means might also be employed indirectly to induce the native population to greater industry in their own benefit, viz. :—

(a.) To bind the Chiefs and head-men of the districts suitable to the growth of cotton to bring annually, on a certain day, to the chief city of the district, a stipulated number of pounds of cotton, in proportion with the number of inhabitants subordinate to them, this produce to be purchased by the Colonial Government at a fixed remunerative price.

(b.) To allow the natives to furnish other articles of produce, according to the localities, such as tobacco, rice, coffee, cattle, iron, copper, sulphur, &c., the equivalents to be drawn up in a schedule by the Financial Board.

(c.) To enact that the head of a household failing to bring the stipulated amount of cotton, or any other article, should be bound to work for the State on the roads, or in agricultural labour, to the amount of three times the value of his contribution, taking the day's wages at 100 reis.

(d.) To establish that such work may be ceded to private individuals for the equivalent in money, part to be given to the natives and part appropriated to roads.

(e.) To introduce by gentle means the use of European clothing; establishing that the Chiefs should be so clothed when present at interviews with the authorities, and that the slave-owners should dress their slaves, under penalty of fine.

(f.) To persuade the natives who can afford it to build houses in the European style to live in.

(g.) To promote the construction of roads, especially those leading to the ports.

(h.) To engage the parish priests and missionaries to inculcate the necessity of application to labour, and of dressing in European style.

5. These measures would go far towards creating necessities among the natives which could only be supplied by increased labour.

6. For the due supervision and execution of the above measures, it would be expedient to enlist the natives of the districts of Golungo Alto, Ambaca, and Pungo Andongo in war companies, for the ends mentioned below.

7. With a view to prevent the interruption of commerce in the interior, the following measures might be adopted :—

(a.) To endeavour to engage slave-owners to form themselves into companies for the service of carrying, employing their slaves in caravans to be organised as below.

(b.) To form caravans for the transport of cargoes, on account of the State, between the following places :—

(1.) From some port on the bank of the Lucalla to the town of Golungo Alto.

(2.) From a port of Lucalla to a place at Ambaca pointed out by the Governor-General.

(3.) From Cambambe or the Dondo on the banks of the Quanza to the town of Pungo Andongo.

(4.) From this town to Cassange, or to some place on the left bank of the River Quango.

To organize a system of transport by carts between Loanda and Calumbo, and promote the formation of roads from the ports of Lucalla to the towns of Golungo Alto and Ambaca, and from Cambambe or Dondo, to Pungo Andongo, and from thence to Cassange.

(c.) To regulate the service of these caravans by a scale, so that no individual shall be subject to more than six days' journey, nor carry more than 64 lbs. weight; their service to be justly remunerated, at the rate of 150 reis per day to each native: the employers to pay a further sum of 150 reis to the State for each native, to be applied to the expenses of the caravans and to roads.

(d.) To establish simultaneously the service of bullock-carts, so that the caravans may, in the course of time, be suppressed without injury to the trade.

(e.) To put matters in train for the intended establishment by the Government of steam-communication between Columbo and Cambambe and the ports of the Lucalla, and as far as Loanda when practicable.

8. This water-transport would be a great benefit, as it appears that it is in part carried on by small craft, and even thus effects a great economy.

9. The necessity for the above recommendations shows that although two years have elapsed since the promulgation of the Decree of the 3rd November, 1856, no effort has been made to avoid any interruption in the transport service with the interior, whereas the country can dispose of both men and cattle for such service, which would be a source of revenue to their owners, as is practised in India, and confirms the idea that a hope is entertained of returning to the former abusive state of things.

10. It is, therefore, necessary to dissipate completely such hopes, and to root out the idea that the white population of the Portuguese African colonies have a right to the labour of the natives without giving them due remuneration; the authorities being bound firmly to uphold the principle of the Constitutional Charter of the Monarchy, which guarantees to every Portuguese subject, whatsoever may be his birth-place, race, or colour, the right of remuneration for his services.

11. The State has, however, the power to exact temporary service from its African subjects under exceptional circumstances, and for the good of the State.

12. Any Chiefs who may give shelter to natives leaving their settlements to evade the payment of the tax must be obliged to give up the fugitives under penalty of fines.

His Majesty having taken into special consideration the said despatches of the Governor-General of Angola, hereby informs him that he is authorized to adopt and publish such measures upon this subject as he may deem necessary, keeping in view the heads of this Portaria, and His Majesty trusts that he, the Governor-General, will, as heretofore, zealously comply with the Royal wishes on a subject of so much interest, so as to obtain the beneficent ends of the Decree of the 3rd November, 1856, in favour of the natives, without serious injury to the internal trade and agriculture of the country, the increase and prosperity of which His Majesty much desires.

Palace, September 22, 1858.

(Signed) SA DA BANDEIRA.

No. 155.

Mr. Howard to the Earl of Malmesbury.—(Received October 24.)

My Lord,

Lisbon, October 15, 1858.

WITH reference to the subject of my despatch of the 13th August last, I have the honour of transmitting herewith a translation of a Portaria, addressed by the Viscount de Sá da Bandeira, on the 29th ultimo, to the Governor-General of the Cape de Verd Islands, and published in the "Diario do Governo" of the 14th instant, directing him to endeavour to procure from the slave-owners in the Island of St. Nicholas the liberty of the few slaves remaining there, and if he should not succeed in doing so, to cause them to be manumitted out of the funds in the hands of the Board of Guardians of Slaves and Liberated Negroes.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 155.

Portaria.

(Translation.)

WHEREAS it being known that, owing to the effects of the epidemic which has lately prevailed in the Province of Cape Verd, the number of slaves in the Island of St. Nicholas has been greatly reduced, His Majesty the King commands that through the Marine and Colonial Office, and in addition to the Portaria of the 26th July last, the Governor-General of the said province shall be instructed to try and induce the slave-owners to grant to the few slaves still remaining there their liberty, and should he not succeed in this, to cause them to be manumitted with the funds in the hands of the Board of Guardians of Slaves and Liberated Negroes, to which Board orders are this day issued for that purpose, the due notification to be made also by the said Governor: His Majesty

R 2

trusts to the zealous endeavours of the Governor-General to bring about within a short time the extinction, *de facto*, of slavery in that island, until such time as it is so by law.

Palace, September 29, 1858.

(Signed) SA DA BANDEIRA.

No. 156.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, November 9, 1858.

I TRANSMIT herewith, for your information, a copy of a despatch which I have received from Her Majesty's Commissioners at the Cape of Good Hope,* inclosing a Report upon the case of the Portuguese dhow "*Flor de Moçambique*," which vessel was captured and destroyed by Her Majesty's ship "*Lyra*," in the Mozambique Channel in the month of May last, on suspicion that she was engaged in the Slave Trade.

A copy of the sentence admitting the claim of the owners of the "*Flor de Moçambique*" to be compensated for the loss of their vessel, and the value of her cargo, but without costs or damages, is also inclosed.†

I am, &c.
(Signed) MALMESBURY.

No. 157.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, November 16, 1858.

WITH reference to your despatch of the 15th ultimo, I inclose for your information, and for communication to the Portuguese Government, if you should think it advisable to do so, a copy of a despatch from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda,‡ on the subject of the feeling which exists in the Province of Angola against the Decree of the Portuguese Government, dated the 3rd of November, 1856, abolishing the compulsory labour formerly exacted from the negroes under the title of "*serviço de carregadores*."

I am, &c.
(Signed) MALMESBURY.

No. 158.

Mr. Howard to the Earl of Malmesbury.—(Received November 27.)

(Extract.)

Lisbon, November 22, 1858.

IN execution of the instructions contained in your Lordship's despatch to me of the 6th instant, received on the 14th instant, I inquired of the Marquis de Loulé why, in the official statement relative to the case of the "*Charles et Georges*," published in the "*Diario do Governo*" of the 25th ultimo, no mention is made of the tender of the good offices of England, and I recapitulated what had passed between his Excellency and myself on that subject.

His Excellency assured me that it was not from any want of appreciation on the part of the Portuguese Government of the friendly conduct of Her Majesty's Government, that they had omitted to make such mention, but because they had thought it desirable to make their statement as concise as possible, and to confine themselves in it to referring to the principal points of their discussions with France.

His Excellency readily confirmed the statements contained in my communications to him, namely, that Her Majesty's Government had offered their good offices before they

* Class A, No. 45.

† Ibid., Inclosure 6 in No. 45.

‡ Ibid., No. 88.

had even been requested by Portugal; that the only request for assistance which had been made by the Portuguese Government of Her Majesty's Government was for their good offices, in order to bring about an amicable settlement of the question, and that he had charged me to convey to your Lordship the thanks of the Portuguese Government for the tender and for the employment of the good offices of Her Majesty's Government, and likewise to Earl Cowley for his exertions to induce the French Government to consent to a mediation of the dispute.

No. 159.

Mr. Howard to the Earl of Malmesbury.—(Received December 5.)

My Lord,

Lisbon, November 27, 1858.

WITH reference to your Lordship's despatch of the 16th instant, inclosing to me a copy of a despatch of the 31st July last, from Her Majesty's Acting Commissioner at Loanda, on the subject of the feeling existing in the Province of Angola against the Decree of the Portuguese Government of the 3rd November, 1856, abolishing the compulsory labour formerly exacted from the negroes under the title of "serviço de carregadores," I have the honour to state that, thinking that the fittest use I could make of Mr. Gabriel's despatch would be to communicate it to the Viscount de Sá da Bandeira, I transmitted to him on the 24th instant a copy of it in a letter in which I informed him that I had not failed to forward to your Lordship a copy of his Portaria of the 22nd September last, to the Governor-General of Angola, on the same subject.

In a letter which I received yesterday from his Excellency thanking me for the communication, he observes that Mr. Gabriel has correct ideas upon the subject, and that the difficulties in the way of the abolition of the service arise in great measure from the causes which he indicates; but that if the Government persevere in the system adopted, he is persuaded that, in a short space of time, the abolition will be completed, and that the trade with the interior of Africa will continue to increase at Angola, as it has already done in latter years.

I have, &c.

(Signed) HENRY F. HOWARD.

No. 160.

Mr. Howard to the Earl of Malmesbury.—(Received December 5.)

My Lord,

Lisbon, November 28, 1858.

WITH reference to my despatch of the 15th ultimo, I have the honour of transmitting herewith a translation of a note of the 19th instant, which I received yesterday from the Marquis de Loulé, in answer to that which I addressed to his Excellency on the 15th of October, relative to the refusal of Senhor Rodriguez, the Portuguese Commissioner in the Mixed British and Portuguese Commission established at Loanda, to accede to the proposal of Mr. Gabriel, Her Majesty's Acting Commissioner, that he should renew the oath of office prescribed by Annex B to the Treaty of the 3rd of July, 1842.

Your Lordship will perceive that the Marquis de Loulé states, that he had already written to Senhor Rodrigues, under date of the 20th of September last, pointing out that although he had taken the oath in December 1856, in his capacity as Portuguese Commissioner, there would be no inconvenience in his ratifying that oath, because such a fact would in no manner annul any of his previous acts.

I have, &c.

(Signed) HENRY F. HOWARD.

Inclosure in No. 160.

The Marquis de Loulé to Mr. Howard.

(Translation.)

Palace, November 19, 1858.

I RECEIVED the note which you were pleased to address to me under date of the 15th of October last, transmitting to me, by order of your Government, copy of the

correspondence which took place between the Portuguese Commissioner in the Mixed Commission established at Loanda, and the British Acting Commissioner in the said Commission, relative to the oath which, according to Article I of the Annex B to the Treaty of the 3rd of July, 1842, the said Portuguese Commissioner ought to take in order to enter upon the legal exercise of his duties, in accordance with the Decree of the 3rd of November, 1857, by which he was appointed to that post.

In reply, I have to state to you that His Majesty's Government were already in possession of that correspondence, which had been communicated to them immediately by the Portuguese Commissioner, and to whom I wrote officially on the 20th of September last, showing that, although he had taken the oath in December 1856, in the capacity of Commissioner on the part of Portugal, yet no objection offered to the ratification of the oath by him, inasmuch as that circumstance would in nowise annul any previous acts of that officer performed in the exercise of his duty.

This question being then duly settled, I avail, &c.

(Signed)

MARQUIS DE LOULE.

No. 161.

The Earl of Malmesbury to Mr. Howard.

Sir,

Foreign Office, February 7, 1859.

WITH reference to my despatch to you of the 9th November last, relating to the capture and destruction of the Portuguese dhow called the "*Flor de Moçambique*," by Her Majesty's ship "*Lyra*," in the Mozambique Channel, on suspicion of being engaged in the Slave Trade, I herewith transmit to you, for your information, a copy of a further despatch from Her Majesty's Commissioners at the Cape of Good Hope,* stating that the sum of 998*l.* 19*s.* has been awarded by the Court to the master for the loss of the vessel and of her cargo, as well as of other property on board her at the time of her capture.

I am, &c.

(Signed)

MALMESBURY.

No. 162.

Mr. Howard to the Earl of Malmesbury.—(Received February 22.)

My Lord,

Lisbon, February 15, 1859.

WITH reference to my despatch of the 27th of November last, I have the honour of inclosing a translation of a Portaria issued on the 5th instant, by the Viscount de Sá da Bandeira, and published in the "*Diario do Governo*" of yesterday's date, directing the Governor-General of Angola, in view of the information received by the Portuguese Government, that the greatest part of the difficulties experienced in the execution of the Decree of the 3rd of November, 1856, by which the compulsory labour formerly exacted from the negroes, under the denomination of "service of carriers," was abolished, has proceeded from the subordinate authorities of the province:—

1. To cause a rigorous inquiry to be immediately instituted into the conduct of those authorities in this matter.

2. To dismiss, transfer, or suspend such amongst them whose conduct he may have reason to believe has been irregular.

3. To take legal proceedings against those of whose criminality there shall be sufficient proof, in order that they may not remain unpunished.

4. To report to the Marine Department the result of the measures which he has thus been ordered to take.

Your Lordship will perceive that this Portaria is calculated to remedy the evil pointed out in the despatch of Her Majesty's Acting Commissioner at Loanda of the 31st of July last, a copy of which was inclosed to me in your Lordship's despatch of the 16th of November, and of which I communicated a copy to the Viscount de Sá.

I have, &c.

(Signed)

HENRY F. HOWARD.

* Class A, No. 51.

Inclosure in No. 162.

Decree.

(Translation.)

WHEREAS it has come to the knowledge of His Majesty the King that the greater part of the difficulties which have arisen in the Province of Angola in the execution of the Decree of November 3, 1856, which abolishes the compulsory service there called "carregadores," is promoted by the subordinate authorities of that province, who, neglecting their duty, and abusing the confidence reposed in them, have not hesitated, in some localities, to demand certain sums for the concession of the so-called "carregadores;" and in other places denying, as they ought to do, such a concession to other parties, have taken them for their own use, thus monopolising the traffic with the interior to the prejudice of traders, and by this means reserving to themselves illicit gains, and neglecting the much-recommended compliance with the above-mentioned Decree, creating obstacles to the internal trade, and in their own interest increasing the repugnance felt by the natives to the voluntary transport service, and even by vexatious proceedings seeking to encourage it: His Majesty therefore commands, that through the Marine and Colonial Department, the Governor-General of the Province of Angola shall be instructed as follows:—

1. To cause without delay, and in such manner as may seem most convenient to him, a strict inquiry to be instituted upon the conduct of the subordinate Governors, and other Chiefs of districts, or other territorial sub-divisions, with reference to the subject in question.

2. That immediately upon having reasons for judging that the conduct of any authority has been irregular in this particular, to remove him from his post, and if belonging to the line, no matter what his rank may be, to place him in service in one of the districts where, previous to the publication of the said Decree of November 3, 1856, the practice of the compulsory transport service did not exist, or to place him on the retired list, for the convenience of the service, or to do service in the garrison corps.

3. That should the said inquiry furnish sufficient proofs for a regular judicial proceeding against any one of the said authorities, that such be instituted without delay according to law, laying before the proper Courts all the necessary information and proof, in order that the offenders may not escape with impunity.

4. Finally, to report to this Department the result obtained from the measures which he is hereby instructed to take, and transmitting a list of the authorities which he may have found to have proceeded irregularly in this respect, for the information of His Majesty's Government and the adoption of the proper measures.

All of which is hereby strongly recommended to the above-mentioned Governor-General, and he is further informed, that as His Majesty's Government is resolved to carry out a measure so indispensable for the civilization of the natives of that province, they will proceed with the strictest severity against such authorities as may prove to be remiss, or not sufficiently zealous in complying with His Majesty's orders in this respect, whatever may be their rank.

Palace, February 5, 1859.

(Signed)

SA DA BANDEIRA.

No. 163.

Mr. Howard to the Earl of Malmesbury.—(Received February 22.)

My Lord,

Lisbon, February 12, 1859.

A ROYAL Decree of the 31st ultimo, published in the "Diario do Governo" of the 8th instant, after referring to the petition of Francisco Antonio Flores, in his own name and that of his partners, Pinto Perez and Co., of London, for permission to transfer the property which he acquired by the Decree of the 7th November, 1855, a translation of which was inclosed in my despatch of the 18th October, 1856, of the copper-mines of Bembe in the Province of Angola, to a Company which he has succeeded in forming in London, under the denomination of "Western Africa Malachite Copper-Mines Company, Limited," grants to the said Company the direct concession, for an unlimited period, of the right of property to those mines and other minerals and useful substances associated with them in the same depôt, on the condition, amongst others, of the said Company

fulfilling all the provisions, stipulations, or obligations not already complied with of the Decrees of the 7th November, 1855, and the 22nd December, 1852.

It is provided, however, that the term of three years, laid down in the concession made to Senhor Flores by the first of those Decrees, for the completion of the proposed road from the mines of Bembe to the city of Loanda, or to a convenient point on the River Dande, to be agreed upon with the Governor-General of Angola, shall begin to be counted from the date of the present concession.

I should observe that it was the circumstance that the original concession to Senhor Flores, a slave-trader, who had been expelled from Angola at the request of Her Majesty's Government, had formed the subject of comment in the Slave Trade correspondence of this Legation, which induced me at the time to transmit a copy of it in my Slave Trade series.

I have, &c.
(Signed) HENRY F. HOWARD.

PORTUGAL. (*Consular*)—*Mozambique.*

No. 164.

Consul McLeod to the Earl of Clarendon.—(Received April 14, 1858.)

My Lord,

Mozambique, December 7, 1857.

HEREWITH I have the honour to forward, for your Lordship's information, a memorandum on the so-called free labour emigration, as carried on under the French flag on the East Coast of Africa.

I have, &c.

(Signed) J. LYONS McLEOD.

Inclosure in No. 164.

Memorandum.

THE vessels employed on this service are French, varying from 200 to 1,000 tons burden, usually sailing vessels, but screw-steamers have been used.

Each vessel is allowed to take one negro per ton burden; but in the case of some ships that can carry more than their register tonnage an increase is allowed, being as high sometimes as 30 per cent. Before leaving Bourbon the ships are visited by the proper authorities, and a Government officer is placed on board to witness the legality and voluntary nature of the agreements made with the negroes. Most of the large vessels are fitted with an apparatus for distilling water.

The rations allowed to the negroes are ample; they consist of rice and salt fish.

Ibo is the general rendezvous for those vessels that proceed direct to the Coast of Africa.

The price paid for the men is from thirty to forty dollars a-head.

The slaves are kept at a distance of two or three days' journey from the coast, on account of the scarcity of food, and also, probably, that the barracoons may not be seen by Her Majesty's cruisers.

These slaves are brought from the interior, and are sometimes two or three months on their journey to the barracoons; there can be no doubt that they are obtained by violence.

Once on board the French ships they are treated with kindness and well fed, it being, of course, the interest of the captain to land his cargo in good condition.

Upon the arrival of the vessels at Bourbon the slaves (now called free labourers) are immediately vaccinated, and the sick placed in hospital at the expense of the captain or importer; the remainder, after passing fourteen days' quarantine in buildings devoted to that purpose, are hired to different sugar planters for a term of five years.

The negroes have no choice of masters. They receive as wages from 6s. to 8s. per month, and their food, which consists of rice, salt fish, and salt, in addition to which the employer has to find them clothes and medical attendance when sick.

In each district there is an officer, styled the Protector of Immigrants, whose business it is to see that these men are not ill-used, and that they receive in cash at the end of every month the wages that are due to them.

On no pretence is an employer allowed to beat his servant; if the man behaves ill he will be punished by the proper authorities.

Each immigrant is provided with a book, in which his name is inscribed, together with that of his employer and the rate of wages he is to receive. At the end of each month the planter must appear with his servant before the Protector of Immigrants, in whose presence

CLASS B.

S

the wages are paid, and his signature in the book is a receipt for the servant's wages. Should the master neglect this and pay his servant at his own house the transaction is illegal, and he can be compelled to pay the wages a second time.

At the end of five years the negro must be returned to his own country at the expense of the original importer, but this very rarely happens; they generally take service by the month at about 14s. to 16s. and their food, mechanics, as carpenters, masons, and blacksmiths, of course, receive higher wages.

Some vessels engaged in this Traffic proceed to Nossi-Be, the French settlement in Madagascar, and put themselves in communication with the Arab merchants there. A man of the name of Kallifan, an Arab, of Zanzibar, is the person most commonly employed.

The vessel remains anchored at Nossi-Be whilst the Arabs send their dhows to the Coast of Africa to obtain slaves to be landed on a given point on the Coast of Madagascar. These dhows are from 20 to 50 tons, generally without decks, and, as they know that they are liable to be seized by Her Majesty's cruisers if they have mats, provisions, and any extra cooking apparatus on board, they take nothing more than what is actually necessary for their own crews.

The slaves are bought and stolen, and when the cargo is complete the men are tied hand and foot and placed on board.

During the voyage they receive just sufficient uncooked rice or beans, with a little water, to keep them alive, and are left day and night without any covering whatever, and surrounded by their own excrement. Their destination is generally some port not likely to be visited by Her Majesty's cruisers, and, arrived there, the only improvement in their condition is a full allowance of water. Should it happen that by stress of weather the ship that is to take them is retarded in her arrival their sufferings are much increased, and when these poor creatures do at last get on board the French ship the sudden change to an ample diet produces sickness, and sometimes death. The captain of a French vessel says that on one occasion, when he landed at Europa Island to get some turtle, he found upwards of 100 negroes lying on the beach without any protection against the sun or rain. They were guarded by some armed Arabs, and were waiting the arrival of a vessel to take them to Bourbon. Their provisions were nearly exhausted, and if by any accident this vessel should be retarded it is easy to conceive what their fate would be. As these dhows are for the most part old and unseaworthy, and they often lose their way, there can be no doubt that numbers of the negroes on board die from starvation.

It is said that the Commandant of the troops at Bourbon is so convinced of the demoralizing effect of this Traffic, that he has refused to allow any French officer under his orders to go on board of these vessels as Government Agents.

(Signed) J. LYONS Mc LEOD,
Her Majesty's Consul for Mozambique.

No. 165.

Consul McLeod to the Earl of Clarendon.—(Received June 3, 1858.)

(Extract.)

Mozambique, October 30, 1857.

I HAVE the honour to inform you that the new Governor-General of this province, his Excellency João Tavares d'Almeida, having been, on Saturday the 26th ultimo, duly installed in the Government-General of this province, on the following Monday I waited upon his Excellency for the purpose of calling his attention to my despatches addressed to his predecessor, relative to the Slave Trade carried on at Ibo. His Excellency promised that he would peruse the correspondence referred to that very night; and the next day he addressed to me a despatch, a translation of which I have the honour herewith to forward.

I regret that, in consequence of the very peremptory orders sent from the Cape of Good Hope for the immediate return of Her Majesty's steam-vessel "Geyser," I could not comply with his Excellency's request to apply for the "Geyser" to take the new Governor of Ibo up to that island.

Inclosure in No. 165.

The Governor-General of the Province of Mozambique to Consul McLeod.

(Translation.)

Most Illustrious Sir,

Mozambique, September 29, 1857.

AFTER the conversation that we had yesterday, relative to the correspondence that your Honour had with my predecessor, upon the Slave Traffic which your Honour states continues to be carried on at Ibo, and upon the embarkation of negroes, under the title of labourers, for the Island of Réunion, notwithstanding the imperative and positive orders to the contrary of the Government of His Most Faithful Majesty, conveyed in the Portarias of the 27th February, 1855, and 30th July, 1856; having examined with the greatest attention the said correspondence, it appears to me that I am in a position to-day to address your Honour, declaring that, with respect to such assumption, I have no other official notifications, excepting those transmitted through your despatches directed to my predecessor.

That in the absence of these notices, and taking into consideration those furnished by your Honour, I do not hesitate to avail myself of what your Honour has pointed out, which I most certainly will do: a requisition of help and of services directed to the captain of the steam-frigate belonging to Her Britannic Majesty, the "Geyser," by the intelligence conveyed in my requisition, will not fail to endeavour to persuade the said captain to constrain him to lay aside the instructions and orders that he may have from his Government.

In these terms, if the said captain considers himself authorized to be able to comply with my demand, your Honour will have the goodness first to give me the necessary information; since I have in view immediately to supersede the same Governor of the district of Cape Delgado, I desire that the captain will convey on board of his vessel the official to whom I will choose to give this authority, hoping that the said captain will extend his favour and co-operation by conveying to this capital the superseded Governor.

The official whom I will choose for this commission will, by me, be properly instructed as to the duties which he has to perform, and the manner in which he is to do them. To the captain of Her Britannic Majesty's steam-frigate "Geyser," a requisition of co-operation of his services, that cannot be done in any other manner, excepting in accordance with the terms of the Treaty which exists between Portugal and Great Britain for the abolition of the Traffic, and in conformity with the instructions of the two Governments on the said object.

The determination that I have to persecute the Slave Traffic in any part of the province where it is carried on, and under any pretence whatever, I will make known to the people of whom the government is confided to me, that these are my most fixed convictions, strengthened by my most rigorous duty to perform faithfully and punctually the positive and imperative orders to that effect.

God preserve, &c.

(Signed)

JOAO TAVARES D'ALMEIDA.

No. 166.

Consul McLeod to the Earl of Clarendon.—(Received June 3, 1858.)

My Lord,

Mozambique, October 30, 1857.

HEREWITH I have the honour to inclose, for your Lordship's information, copy of the Boletim of the 10th current, containing a notice (with a translation) issued by the new Governor-General of this Province, relative to the exportation of slaves under the denomination of free labourers.

Your Lordship will remark that this Boletim contains the Portarias of the Minister of Marine and Colonies of the 27th February, 1855, and the 30th July, 1856, which have now, for the first time, been published in this Province, that is to say, after the Government of the late Governor-General, Vasco Guedes de Carvalho e Menezes, has ceased.

The publication of these Portarias, with the accompanying notice of the new Governor-General's sentiments and determination relative to the Slave Trade under any denomination, together with other energetic measures adopted by him, lead me to hope that with a proper steam-force for the suppression of the Slave Trade, this horrid Traffic in our fellow-beings would soon cease in these parts, giving room for the ameliorating influences of commerce, the great pioneer of Christianity and civilization.

I have, &c.

(Signed)

J. LYONS Mc LEOD.

Inclosure in No. 166.

Extract from the Mozambique "Boletim."

(Translation.)

THE Portarias of the Minister of Marine and Ultramarine of the 27th February, 1855, and the 30th July, 1856, by which the exportation of negroes from the Province, under the title of colonists or free labourers, is absolutely prohibited, not having been made public at the proper time, the Governor-General of the Province of Mozambique having ordered the publication of the said Portarias, avails himself of the occasion to make known in the most authentic and positive manner, that it is his firm determination immediately to supersede any authority who shall be less zealous in the exact performance of his duty by curbing this prohibited Traffic, or that of Slave Traffic; and to send to trial all those who protect either of the two Traffics, or connive at them.

No. 167.

The Earl of Malmesbury to Consul Mc Leod.

Sir,

Foreign Office, July 5, 1858.

I TRANSMIT herewith, for your information, a copy of a despatch from Mr. Howard, Her Majesty's Minister at Lisbon,* inclosing a copy of a Portaria issued by the Viscount de Sá da Bandeira, confirming an act of Senhor Onofre Lourenço de Andrade, a former Governor of Quillimane, restoring to liberty more than 200 negro settlers of Licungo, who had been reduced to a state of slavery.

I am, &c.

(Signed) MALMESBURY.

No. 168.

Consul Mc Leod to the Earl of Clarendon.—(Received November 15.)

(Extract.)

Mozambique, February 15, 1858.

WITH reference to my Memorandum on the so-called free labour emigration, as carried on under the French flag between the East Coast of Africa and Madagascar and the Island of Réunion, I have the honour to inform your Lordship that I am well instructed that, not two weeks ago, four French vessels were lying at Nos Bé, waiting for cargoes of free labourers to be supplied to them by dhows from the Coast of Africa and Madagascar; that while these vessels were lying there, news arrived that the price of free labourers had fallen to 100 dollars per head at Réunion, where it has been gradually decreasing since the month of September last, in consequence of the market becoming overstocked, but that this does not deter the vessels from using their utmost endeavours to obtain slaves, as the holders of them at Bourbon are in hopes of being eventually well remunerated by supplying the labour market at Mauritius from Réunion.

No. 169.

Consul Mc Leod to the Earl of Malmesbury.—(Received January 25.)

My Lord,

15, Whitehall Place, January 20, 1859.

HEREWITH I have the honour to forward a despatch dated the 24th April, 1858, from his Excellency the Governor-General of Mozambique, inclosing the sentences of the Military Tribunal before which Senhor Leotte, ex-Governor of Inhambane, and the captain of the Portuguese schooner of war "Zambesi" were tried for communicating with the "Minnetonka," slaver, off Inhambane, as detailed in my despatch of the 30th September, 1857.

The sentence of acquittal pronounced by the Military Court, in both cases, was subject to the approval of the Junta de Justiça, which would be presided over by the Juge de Droit, to whom I have had to refer in my despatch above named; and, therefore, the opinion of that officer, who had already interfered with the inquiry commenced

* No. 137.

by the late Governor-General in this matter, may be anticipated as confirming the sentence of the Military Tribunal.

Up to the date of my leaving Mozambique, viz., the 18th day of May, 1858, the sentence of the Court of Justice was not communicated to me.

I have, &c.
(Signed) J. LYONS Mc LEOD.

Inclosure 1 in No. 169.

The Governor-General of the Province of Mozambique to Consul Mc Leod.

(Translation.)

Palace of the Government-General of the Province of Mozambique, April 24, 1858.

Sir,
IN reference to the letter of my predecessor of the 2nd September, 1857, in which he says, "que le Commandant du 'Zambezi' et le capitaine de corvette Leotte se trouvent arrêtés et livrés aux tribunaux," you wish me to communicate to you the judgment of the Courts in the two cases.

It is the case that the two persons above-mentioned, the Lieutenant Leotte, and the Moorish pilot Mussá Daude were ordered by my predecessor to make answer to the Council of Investigation on the 29th and 31st August, 1857, and that subsequently they made answer to the Council of War on the 23rd and 25th of September, 1857.

But the definitive sentence will be pronounced in a Court of Justice which will confirm or alter the judgments of the Councils of War, which acquitted the two persons above-mentioned.

I have reasons to believe, unless some unforeseen occurrence should intervene, that those persons will be judged in the session of the Court of Justice of Wednesday the 3rd of May next. The offence of which the two are accused is disobedience to orders.

I send you herewith the sentences of the Council of War, and as soon as the definitive judgment takes place, I will forward the respective sentences.

God preserve, &c.

(Signed) JOAO TAVARES DE ALMEIDA.

Inclosure 2 in No. 169.

Sentence.

(Translation.)

SEEING in this city of Mozambique the indictment (*procès-verbal*) brought before the Council of War, against the accused Antonio Corrêa da Silva Leotte, Captain Lieutenant of the navy, Governor of the town of Sofala, the statement of the offence, the documents, and official papers, and the interrogatories of the accused aforesaid, together with his defence, it was unanimously decided that he was not guilty, and consequently he was declared free from the accusations brought against him. They acquit the accused, under these circumstances, place him in full liberty, and direct that so it shall be done.

Quarters in the Square of St. Sebastian, in the Head-Quarters of the

Battalion of Infantry, September 23, 1857.

(Signed)

ANTONIO JOSE RODRIGUES PINHO, *Captain, Auditor.*

ANTONIO PEREIRA, *Lieutenant-Colonel, President.*

JOAO FERREIRA PORTUGAL DA GRACA, *Lieutenant-Colonel, Interrogator.*

JOSE MARIA TEIXEIRA PERES, *Major, voting.*

ANTONIO PEDRO BAPTISTA GONCALVES, *Retired Major, voting.*

JOSE LUIS DOS SANTOS, *Lieutenant, voting.*

FREDERICO AUGUSTO GOURGETT, *Lieutenant, voting.*

I, Marcos Aurelio Rodrigues de Cardinas, Major, Promoter, was present.

This sentence was made known by me, Auditor, to the accused, and that it would be submitted to the Court of the Council of Justice, and that this term was appointed for the same.

I, Antonio José Rodrigues Pinho, Captain, Auditor, who have written and signed the same.

(Signed)

ANTONIO JOSE RODRIGUES PINHO, *Captain, Auditor.*

Inclosure 3 in No. 169.

Sentence.

(Translation.)

SEEING in this city of Mozambique the indictment of the accused Mussá Daudé, the statement of the offence, the documents, and official papers of the trial, and the defence of the same; this Council of War is of the unanimous opinion that he be judged as not having, in part, complied with the articles of the instructions given to him, but that those faults were owing to ignorance, little practice, little knowledge, and a want of intelligence and qualifications, usual in Asiatics. Under these circumstances they acquit the accused, place him in full liberty, and order that so it shall be done.

Quarters in the Square of St. Sebastian, September 25, 1857.

(Signed)

ANTONIO JOSE RODRIGUES PINHO, *Captain, Auditor.*JOSE ANTONIO PEREIRA, *Lieutenant-Colonel, President.*JOAO FERREIRA PORTUGAL DA GRACA, *Lieutenant-Colonel, Interrogator.*JOSE MARIA PERES, *Major, voting.*ANTONIO PEDRO BAPTISTA GONCALVES, *Retired Major, voting.*JOSE LUIS DOS SANTOS, *Lieutenant, voting.*MIGUEL AUGUSTO DA SILVA CORDEIRO, *Ensign, voting.*

I, Marcos Aurelio Rodrigues de Cardinas, Major, Promoter, was present.

I, the Auditor, made known this sentence to the accused, and informed him that it would be laid before the Supreme Council of Justice, where he might allege what he thought proper; for which I appointed this term, I, Antonio José Rodrigues Pinho, Captain, Auditor, who have written and signed the same.

(Signed)

ANTONIO JOSE RODRIGUES PINHO, *Captain, Auditor.*

SPAIN.

No. 170.

Lord Howden to the Earl of Malmesbury.—(Received April 14.)

My Lord,

Madrid, April 5, 1858.

IN conformity with the instructions contained in your Lordship's despatch of the 17th ultimo,* I hastened to call the attention of the Government of Her Catholic Majesty to the great increase of the Slave Trade in the Island of Cuba, fully embodying the details of the same, as conveyed to Her Majesty's Government by Mr. Consul-General Crawford.

In the answer from Señor de Isturiz, translation of which I have the honour herewith to inclose, your Lordship will perceive that my note to his Excellency, above referred to, has been transmitted to the Department of the Colonies, and that his Excellency takes the opportunity of dwelling upon the efforts made to suppress the Traffic by the cruisers of Her Catholic Majesty, the number of which, it is asserted, has been greatly increased in the waters of Cuba.

I have, &c.

(Signed) HOWDEN.

Inclosure 1 in No. 170.

Señor de Isturiz to Lord Howden.

(Translation.)

Most Excellent Sir,

Madrid, March 30, 1858.

I HAVE the honour to inform your Excellency, in reply to your Excellency's note of the 25th instant, that I have transcribed its contents to the General Colonial Office, in order that the information and arguments which your Excellency sets forth respecting the large scale on which the Slave Trade is being carried on in the Island of Cuba, in the opinion of Mr. Crawford, the British Consul-General at the Havana, may be taken into consideration by the aforesaid Office.

It is, however, my duty to state to your Excellency at the same time, that, according to the official data which have been received at this, First Secretary of State's, office, the persecution of all those who are engaged in the Traffic of Slaves has never been greater than at present.

Her Majesty's Government has considerably augmented the light forces of the naval station in Cuba; and, thanks to the measures adopted by the worthy Captain-General of that Antille, the following seizures of slaves have been made since the month of September last: 360 Bozals in the jurisdiction of Guantánamo, in the Eastern Department; 91 at Boca de Rotilla, in the jurisdiction of Jaruco; 81 near the Havana; and with regard to the vigilance at sea, so efficient a zeal has been displayed by the Commander of the squadron destined for this service, Captain Don Juan Bautista Zopete, that, since the above-mentioned date, five vessels have been captured by him, four of which had on board a number of slaves, amounting in all to 1,588. These vessels were: a brig-barque, without any flag at all, captured by the pilot-boat "Christina" in the waters of Cardenas; a frigate, bearing no name; and the brig-barque named "Leckington," captured by Her Majesty's steamer "Neptune;" and "Conde de Venadito;" and the Marques de la Habana, suspecting that 179 Bozals, who had been seized on board one of the aforesaid vessels, were only a portion of a larger cargo, took the proper steps for obtaining the seizure of the remaining number of that cargo, and the result was the seizure of 29 slaves in the plantation of Santa

* Class B, presented 1858, No. 898.

Susana, of 55 in the jurisdiction of Sanctus Spiritus, of 23 on board the steamer "*Almendares*," of 13 in the Savane of Amaro, and 65 at a place called Carahates.

Finally, on the 3rd of January of this year, the Brigadier-Governor of Matanzas seized 68 negroes, which the schooner "*Esperanza*" was compelled to land at Punta de Guamo, after having kept up a very sharp firing against a boat of the war-schooner "*Cristina*;" and there are reasons for believing that the aforesaid negroes formed part of a cargo conveyed in the brig-barque which was abandoned by her crew, and captured by the screw-schooner "*Isabel Francisca*."

The foregoing statement will convince your Excellency of the exquisite vigilance which is being displayed in the matter in question by the Captain-General of the Island of Cuba; and I trust that Lord Malmesbury, and the Administration of which he forms part, will appreciate at its full value the above-mentioned results, the difficulties which it has been necessary to overcome in order to obtain them, considering the highly lucrative nature of this Traffic, and the great extension and solitude of the coasts on which it is carried on, as well as the solicitude with which Her Majesty's Government endeavours to fulfil the duties imposed on it by the existing Treaties, by its own dignity, and by the good understanding which happily prevails at present between the two nations.

I avail, &c.

(Signed) XAVIER DE ISTURIZ.

No. 171.

The Earl of Malmesbury to Lord Howden.

My Lord,

Foreign Office, April 17, 1858.

I TRANSMIT herewith, for your Lordship's information, a copy of a despatch from Mr. Crawford, Her Majesty's Consul-General at the Havana,* reporting the capture by British cruisers, off the coast of Cuba, of two vessels, one of them equipped for, and the other suspected of being engaged in, the Slave Trade.

I am, &c.

(Signed) MALMESBURY.

No. 172.

The Earl of Malmesbury to Lord Howden.

My Lord,

Foreign Office, May 8, 1858.

I INCLOSE, for your Lordship's information, the accompanying copies of three despatches on matters connected with the Cuban Slave Trade, which I have received from Mr. Crawford, Her Majesty's Judge in the Mixed Commission Court established at the Havana.†

I am, &c.

(Signed) MALMESBURY.

No. 173.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, June 23, 1858.

I TRANSMIT to you herewith, copies and extracts of despatches as marked in the margin,‡ on the subject of the Cuban Slave Trade, which I have received from Mr. Crawford, in his capacity as Her Majesty's Consul-General at the Havana, and as British Judge in the Mixed British and Spanish Commission established at that place under the Treaty of 1835, between this country and Spain, for the suppression of the Slave Trade.

These reports, which are confirmed by others received from Her Majesty's naval officers, leave no room for doubting that the Slave Trade is now carried on in Cuba to an extent little, if at all, inferior to that which prevailed before Spain bound herself by Treaty

* No. 214.

† Class A, Nos. 28, 29, and 31.

‡ Nos. 209, 210, 213, 218, and 219; and Class A, No. 26.

to put a stop entirely and for ever to the Traffic in Slaves in the Spanish Colonial Possessions.

During the past year no less than twenty-three vessels were captured or destroyed by British cruisers on the African Coast, either with slaves on board, or equipped for the Slave Trade: and, in addition to those captured by British cruisers, the Portuguese authorities also seized two vessels on the African Coast, fully equipped for the Slave Traffic; and five vessels, with slaves on board, were also taken by the Cuban authorities themselves; making a total of thirty vessels captured in one year engaged in the Cuban Slave Trade, besides numerous others which are known to have escaped the vigilance of the British and Spanish cruisers, and to have succeeded in landing their cargoes on the Cuban Coast.

During the present year Her Majesty's cruisers on the African Coast have also captured four vessels equipped for the Slave Trade, and two more have been taken off the Coast of Cuba; and by the last advices received by Her Majesty's Government from Cuba and the United States, it is stated on good authority that more than fifty vessels have already sailed, and that others are about to clear from the United States and Cuban ports for the African Coast destined to return with slaves to Cuba.

It is useless for the Spanish authorities to deny, as they have hitherto done, the correctness of the reports received by Her Majesty's Government on the subject of the Cuban Slave Trade.

The captures made have shown that the representations of Her Majesty's Government as to the extent of this Traffic have not been either exaggerated or ill founded.

Nor could this iniquitous Traffic be carried on unless with the connivance of the Spanish authorities, and that there must be connivance on the part of these authorities is proved by the impunity with which vessels are equipped and sail from Cuban ports.

The "*Almeida*" and "*Cortes*," recently captured by British cruisers, fully equipped for the Slave Trade, a few hours after they had left Cuban ports, are instances in point.

It is shown also by the facility with which slaves are landed and disposed of in Cuba; for it is impossible that the disembarkation of large cargoes of slaves in that island should not be known to a very considerable number of persons of all classes, and to the authorities also, if they efficiently perform their duties.

The slaves, moreover, even after they are safely landed, require to be provided with "cedulas," or certificates of registration, and this, again, could not be done unless with the connivance of the authorities, whose duty it is to see that the registration system is honestly carried out.

But so far from any more efficient measures being adopted by the Spanish Government for the suppression of the Cuban Slave Trade, it appears by the last accounts received by Her Majesty's Government from Cuba that even the small squadron organized last year by the Captain-General of that island for the suppression of the Slave Traffic is no longer available for that service, and that the vessels of which it was composed are in port, unserviceable, and this, too, at a time when such vast preparations are making by the slave-traders to carry on the Traffic with increased vigour.

This is a state of things of which Her Majesty's Government has just grounds to complain. Spain has bound herself by Treaty to put down the Slave Trade in her dominions, and if she honestly performed her Treaty engagements the Traffic in African slaves would be at an end; for Spain is now the only country on whose soil the slave-trader can land his cargo of human beings.

Her Majesty's Government has a right to require that a term shall be put to the flagrant abuse by the Spanish authorities of the engagements which Spain has contracted with this country for the suppression of the Slave Trade, and a longer persistence in the course hitherto pursued with regard to the Cuban Slave Traffic cannot fail seriously to impair those friendly relations which it is the earnest desire of Her Majesty's Government to cultivate with the Government of Her Catholic Majesty.

I have to instruct you to read this despatch to the Spanish Minister for Foreign Affairs, and you will at the same time communicate to his Excellency the substance of the information contained in Mr. Crawford's reports.

I am, &c.
(Signed) MALMESBURY.

No. 174.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, June 24, 1858.

I INCLOSE, for your information, the accompanying copy of a despatch which I have addressed to Mr. Crawford, Her Majesty's Consul-General at the Havana,* instructing him to make a communication to the Captain-General of Cuba on the subject of the Slave Trade which is carried on in that island.

I am, &c.
(Signed) MALMESBURY.

No. 175.

Mr. Buchanan to the Earl of Malmesbury.—(Received July 16.)

My Lord,

Madrid, July 10, 1858.

I HAVE been informed that a despatch to the Spanish Representative in London has been drawn up, claiming redress from Her Majesty's Government for certain improper acts alleged to have been committed at Sagua la Grande by a boat belonging to one of Her Majesty's cruisers on the coast of Cuba, and referred to by Consul-General Crawford, in the correspondence of which copies were transmitted to me in your Lordship's despatch of the 23rd ultimo. At an interview, therefore, which I had this morning with M. Calderon Collantes, I repeated to him the observations I had already made to M. de Isturiz, as reported in my despatch of the 7th instant, as to the inexpediency of making acts atoned for on the spot a subject of complaint to Her Majesty's Government; adding, however, that as I understood the Spanish Government did not attach importance to Mr. Crawford's explanations, inasmuch as they might not have received the approval of Her Majesty's Government, I was glad to have it in my power to inform him that Her Majesty's Government had not only disapproved of the proceedings complained of by the Captain-General of Cuba, but had taken measures to prevent their recurrence.

He replied that the Spanish Government, in his own opinion, had in that case nothing more to ask for, and expressed a wish that I would address a few lines to him containing this information, in order that he might submit them to the Cabinet, who he hoped would take no further steps in the matter.

I have, therefore, addressed to him the note of which the inclosure is a copy.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 175.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, July 10, 1858.

WITH reference to your Excellency's observations this morning on the subject of certain improper acts said to have been committed at Sagua la Grande, by a boat belonging to one of Her Majesty's cruisers on the coast of Cuba, which formed the subject of a complaint addressed by the Captain-General of Cuba to Her Majesty's Consul-General at the Havana, I am glad to have it in my power to assure your Excellency that Her Majesty's Government have expressed their disapprobation of the proceedings complained of, and have taken measures to prevent their recurrence.

I avail, &c.
(Signed) ANDREW BUCHANAN.

No. 176.

Mr. Buchanan to the Earl of Malmesbury.—(Received July 16.)

My Lord,

Madrid, July 10, 1858.

M. CALDERON COLLANTES informed me this morning that the Spanish Government had just received a report from the Captain-General of Cuba, stating that all the

* No. 220.

vessels at his disposal had received orders to exert themselves to the utmost to prevent the importation of slaves into the island. As I rejoined that the Cuban squadron was much too small for the duty it had to perform, his Excellency assured me that the Government intended to increase it as far as the naval means of the country would enable them to do so.

I have, &c.
(Signed) ANDREW BUCHANAN.

No. 177.

The Earl of Malmesbury to Mr. Buchanan.

Sir, *Foreign Office, July 21, 1858.*
I HAVE received your despatch of the 10th instant, and I have to acquaint you that Her Majesty's Government approve the note of which a copy is inclosed therein, which you addressed to Señor Calderon Collantes, acquainting him that Her Majesty's Government had expressed their disapprobation of the proceedings of the officer who had boarded certain vessels at Sagua la Grande.

I have now to instruct you to repeat to the Spanish Minister for Foreign Affairs, on the part of Her Majesty's Government, the expression of their regret at the proceedings in question, which, you will inform his Excellency, were disapproved at the time, not only by the Admiral commanding Her Majesty's naval forces on the West India Station, but also by Her Majesty's Government.

I am, &c.
(Signed) MALMESBURY.

No. 178.

The Earl of Malmesbury to Mr. Buchanan.

Sir, *Foreign Office, July 21, 1858.*
I TRANSMIT to you herewith, for your information, copies of reports from Vice-Admiral Sir Houston Stewart, from Commander Vesey, of Her Majesty's steam-sloop "Styx," and from Commander Peel, of Her Majesty's steam-vessel "Buzzard," which I have received from the Lords Commissioners of the Admiralty, relating to the proceedings of Her Majesty's cruisers on the coast of Cuba, and to the extent to which the Slave Trade is carried on in that island.*

I am, &c.
(Signed) MALMESBURY.

No. 179.

The Earl of Malmesbury to Mr. Buchanan.

Sir, *Foreign Office, July 21, 1858.*
I TRANSMIT to you herewith, for your information, a copy of a despatch from Mr. Crawford, Her Majesty's Consul-General at Havana,† inclosing copies of a correspondence which has passed between the Captain-General of Cuba and himself, on the question of limits within which British cruisers should exercise the right of visit on the coast of Cuba.

I am, &c.
(Signed) MALMESBURY.

* Class A, Inclosure 1 in No. 184; No. 186, and Inclosures; No. 187, and Inclosure; No. 182, and Inclosures.

† No. 224.

No. 180.

Mr. Buchanan to the Earl of Malmesbury.—(Received August 12.)

My Lord,

Madrid, August 5, 1858.

IN conformity with the instructions contained in your Lordship's despatch of the 21st ultimo, I have addressed to the Spanish Government a note, copy of which I have the honour, herewith, to inclose, expressing the regret of Her Majesty's Government at certain irregularities alleged to have been committed by British cruisers at Sagua la Grande.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 180.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, July 27, 1858.

WITH reference to my note of the 10th instant on the subject of certain irregularities alleged to have been committed by Her Majesty's cruisers at Sagua la Grande, I have much pleasure in informing your Excellency that the Earl of Malmesbury, in acquainting me with the approval of Her Majesty's Government of that note, has instructed me to repeat to your Excellency, on the part of Her Majesty's Government, the expression of their regret at the proceedings in question, which were disapproved at the time, not only by the Admiral commanding Her Majesty's naval forces on the West India Station, but also by Her Majesty's Government.

I avail, &c.
(Signed) ANDREW BUCHANAN.

No. 182.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, August 17, 1858.

I TRANSMIT to you, herewith, copies of despatches, as marked in the margin,* which I have received from Mr. Crawford, Her Majesty's Consul-General at Havana.

These despatches contain additional proofs of the great activity with which the Slave Trade is now carried on in Cuba; and it seems to be impossible that the fitting out of vessels, and the landing of slaves to the extent reported in these despatches, could be effected without the connivance of the Spanish authorities.

I have to call your particular attention to that part of Mr. Crawford's despatch of the 1st of July, in which he states that the Captain-General of Cuba alleges that his authority is limited and insufficient to enable him to put a stop to this Traffic, and that the offenders must be tried before the Civil authorities of the Royal Audiencia, according to the Penal Law which was passed after the Treaty of 1835. That Law, Mr. Crawford states, is so defective, and its stipulations such, as to be more a protection than a terror to those who come under its provisions, because they know the difficulty of obtaining the proofs necessary to convict slave-traders or their accomplices.

You will again call the serious attention of the Spanish Government to this subject, and you will state to the Spanish Minister for Foreign Affairs that the best manner in which the Spanish Government can prove that they are in earnest in the repeated assurances which they have given to Her Majesty's Government of their desire to put an end to the Slave Trade in Cuba, will be to enact more stringent laws for the suppression of that Traffic, and to confer upon the Captain-General of Cuba the power to deal summarily with cases in which his inferior officers may be implicated in the Slave Trade, and to punish slave-traders and their accomplices.

I am, &c.
(Signed) MALMESBURY.

* Nos. 230, 231, 232, and 233.

No. 183.

The Earl of Malmesbury to Mr. Buchanan.

Sir, *Foreign Office, August 20, 1858.*
 WITH reference to my despatch of the 17th instant, I transmit to you herewith, for your information, a copy of a further despatch from Mr. Crawford, Her Majesty's Consul-General at Havana,* on matters connected with the Cuban Slave Trade.

I am, &c.
 (Signed) MALMESBURY.

No. 184.

Mr. Buchanan to the Earl of Malmesbury.—(Received September 13.)

My Lord, *Madrid, August 30, 1858.*
 I HAVE had the honour to receive your Lordship's despatch of the 17th instant, transmitting to me copies of despatches from Her Majesty's Consul-General in the Havana on the subject of the increased activity lately given to the Cuban Slave Trade, and instructing me to suggest to the Spanish Government the expediency of investing the Captain-General of Cuba with greater powers and fuller authority, with a view to its suppression.

As the Minister for Foreign Affairs is still absent from Madrid, and will not return for some weeks, I have felt it necessary to bring before his Excellency, in the form of a note, of which I have the honour to inclose a copy herewith, the information contained in Mr. Crawford's despatches, and the views of Her Majesty's Government with respect to it.

I have thus called the serious attention of the Spanish Government to the question; and I shall not fail, on the return of M. Calderon Collantes, to endeavour to induce them to give a favourable consideration to the suggestions of your Lordship.

I have, &c.
 (Signed) ANDREW BUCHANAN.

Inclosure in No. 184.

Mr. Buchanan to Señor Collantes.

Sir, *Madrid, August 30, 1858.*
 HER Majesty's Principal Secretary of State for Foreign Affairs has communicated to me copies of despatches recently received from Her Majesty's Consul-General at the Havana, containing additional proofs of the great activity with which the Slave Trade is now carried on in Cuba; vessels being fitted out, and cargoes of slaves landed to an extent which, it seems, would be impossible without the connivance of Spanish authorities.

On the 8th of July last, Mr. Crawford states that four large American vessels had sailed, within a short time, for the Coast of Africa, from the Havana, while two were understood to be fitting out there; three or four more at Matanzas, and several at Cardenas; many others have, doubtless, been purchased, and sent direct from the United States.

About the middle of June, he reports the disembarkation, at Cardenas, of 900 slaves, stating that the Captain-General had confirmed the information which he had received from other sources respecting that instance of a violation of the law, which could never have taken place if the local authorities had done their duty. These slaves, before being sent to the interior, were said to have been duly provided with "cedulas" for their protection, and they were believed to have been landed from the Spanish vessel "*Iberia*," commanded by the notorious Don Eugenio Viñas, and to have been forwarded to the estate of Don Julian Zulueta, where the Captain-General intended to cause search to be made for them. Little or no hope, however, was entertained of their being recovered, as such measures rarely succeed, from a want of zeal on the part of the officers charged with their execution.

Unfortunately, the late understanding come to between Her Majesty's Government and that of the United States, as to the visit of vessels sailing under the American flag, appears to have stimulated to an extraordinary degree the energy of the slave-traders, and

* No. 234.

subscriptions were daily collecting for slave-trading expeditions; it being notorious that, if the slaves can be conveyed in American vessels to the coast of Cuba, there will be no great difficulty or risk in landing them, and that it is almost impossible to obtain evidence to convict a slave-trader or his accomplices. I find, with reference to this latter point, that Mr. Crawford concurs in an opinion, which I have myself expressed on a former occasion to your Excellency, that if the Captain-General of Cuba were enabled to punish, with uncompromising severity, all persons conniving with slave-traders, he could not fail to put an end to the Trade, and to secure the exact performance of their duty by all his subordinates. The Captain-General, however, alleges that his authority is limited, and insufficient to put an end to the Traffic, and that offenders must be tried before the Civil authorities of the Royal Audiencia, according to the Penal Law passed after the Treaty of 1835, which is so defective that its stipulations have hitherto proved a protection, instead of a terror, to delinquents. Mr. Crawford is therefore of opinion that if the Captains-General of Cuba are to be held responsible for the cessation of the Slave Trade, they should be invested with powers to punish summarily, and degrade, inferior officers who may implicate themselves in slave-trading; and to fine, imprison, and send away from the island all slave-traders and their accomplices.

The Earl of Malmesbury, on transmitting to me copies of Mr. Crawford's despatches, has called my attention more particularly to the observations which I have just quoted; and his Lordship has instructed me to bring them before the consideration of the Spanish Government, and to state to your Excellency, that the Government of Her Catholic Majesty could, in no better manner, prove that they are in earnest in the assurances which they have given to Her Majesty's Government of their desire to put an end to the Slave Trade in Cuba, than by enacting more stringent laws for the suppression of that Traffic, and by conferring on the Captain-General of Cuba the power to deal summarily with cases in which his inferior officers may be implicated in the Trade, and to punish in the same manner the slave-traders and their accomplices.

Had you not been absent from Madrid, I should have preferred to fulfil my instructions at an interview with your Excellency, when I could have gone more at length into the question, and have brought further details before your Excellency's notice, in proof of the present activity of the slave-traders, as I feel assured you would have given due weight to all I should have had to urge on the subject. I trust, however, as I cannot have the honour of an interview with your Excellency for some time, that this statement of the grounds on which Her Majesty's Government hope that Her Catholic Majesty's Government may consider it expedient to invest the Captain-General of Cuba with fuller powers and greater authority, will be received by your Excellency in the same spirit which you have evinced in our former communications on the subject of the Cuban Slave Trade, and that you will take it into consideration, animated by the desire which you have frequently expressed to me, to adopt every possible means for the suppression of that odious Traffic in the dominions of Her Catholic Majesty.

I avail, &c.
(Signed) ANDREW BUCHANAN.

No. 185.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, September 21, 1858.

I TRANSMIT to you herewith, for your information, a translation of a note which I have received from M. Conte, the Spanish Chargé d'Affaires at this Court, on the subject of a complaint made by the captain of the Spanish brig "Don Juan," that his vessel had been repeatedly visited at untimely hours by the officers of Her Majesty's cruisers on the coast of Africa, who had on those occasions shown a want of proper courtesy to himself and his crew.

I also inclose a copy of the answer which I have returned to M. Conte's note.

I am, &c.
(Signed) MALMESBURY.

Inclosure 1 in No. 185.

Señor Conte to the Earl of Malmesbury.

(Translation.)

My Lord,

Spanish Legation, London, August 20, 1858.

BY a despatch from the Spanish Vice-Consul at Accra, confirmed by another from the Consul-General in Sierra Leone of the 9th of May last, the Government of Her Majesty the Queen, my august Sovereign, has been informed of the complaints of the captain of the Spanish brig "Don Juan," against the cruizers of Her Britannic Majesty. According to the declarations of the captain and crew of the brig "Don Juan," the officers of Her Britannic Majesty's navy have visited that vessel repeatedly, more, as it might be supposed, to molest and annoy the Spanish navigators than because there was really cause for suspicion according to the provisions of Article IV of the Treaty of 1835. In the several visits now in question it appears that the officers of Her Britannic Majesty have acted with little courtesy, have uttered expressions of contempt and insult, have not exhibited any document to show that they were authorised to visit, and have made their visits at untimely hours, as, for instance, at 2 o'clock in the morning, when the vessel was at anchor in the port, compelling the captain to get out of bed and dress himself. Lastly, they have examined even the most hidden corner of the vessel, showing, as it appears, more desire to annoy and offend the Spaniards than to fulfil their duties.

In communicating these facts to your Excellency by command of the Government of Her Majesty, my august Sovereign, I have to impress on you the expediency of Her Britannic Majesty's Government admonishing the Commanders of her cruizers, and recommending them to observe what is prescribed in the Treaty upon the matter of visits.

In the expectation that your Excellency will have the goodness to turn your attention to this delicate affair, I have, &c.

(Signed)

AUGUSTO CONTE.

Inclosure 2 in No. 185.

The Earl of Malmesbury to Señor Conte.

Sir,

Foreign Office, September 8, 1858.

I HAVE the honour to acknowledge the receipt of your note of the 20th ultimo, stating that the Spanish Vice-Consul at Accra and the Spanish Consul-General at Sierra Leone have brought before Her Catholic Majesty's Government a complaint made by the captain of the Spanish brig "Don Juan" that his vessel had been repeatedly visited at untimely hours by the officers of Her Majesty's cruizers, who had on those occasions shown a want of proper courtesy to himself and his crew; and you request, by order of your Government, that Her Majesty's Government will admonish the officers of Her Majesty's cruizers, and direct them to observe the rules respecting the right of visit prescribed by the Treaty of the 28th of June, 1835.

I have the honour to acquaint you in reply, that if you will have the goodness to furnish me with the name of the ship or ships of whose visits the captain of the "Don Juan" complains, I will not fail to cause inquiry to be made into the circumstances stated in your letter. But I must in the mean time observe, that the officers of Her Majesty's cruizers are directed strictly to act in accordance with the stipulations of Treaties, and to perform their delicate duties with courtesy and discretion; and Her Majesty's Government have had no reason to think that these directions are not usually strictly carried out.

I am, &c.

(Signed)

MALMESBURY.

No. 186.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, September 21, 1858.

I TRANSMITTED to you in my despatch of the 24th of June last, a copy of a despatch which I had addressed to Mr. Crawford, Her Majesty's Consul-General at Havana,

instructing him to make a communication to the Captain-General of Cuba respecting the Slave Trade which is carried on in that island.

I now inclose for your information a copy of a despatch which I have received from Mr. Crawford, reporting a conversation which he has held with the Captain-General on this subject.*

I am, &c.

(In the absence of Lord Malmesbury)

(Signed) W. S. V. FITZGERALD.

No. 187.

Mr. Buchanan to the Earl of Malmesbury.—(Received October 1.)

(Extract.)

Madrid, September 26, 1858.

THE Captain-General of Cuba, in carrying out his determination to put down the Slave Trade, as far as he has power to do so, has suspended several judicial functionaries in the island whose conduct in questions relating to the Trade had given him dissatisfaction, and the measure would appear to have been approved by the Government, for the "Gazette" of this morning contains Royal Decrees dismissing six functionaries from the Pretorial Court of the Audiencia of Cuba and appointing their successors, and I trust that this reform of the Audiencia, together with the energy lately shown by General Concha in the steps taken against American vessels in Cuban ports suspected of slave-trading, which have doubtless been reported to your Lordship by Mr. Consul-General Crawford, may be looked upon as an earnest of an intention on the part of the present Spanish authorities to fulfil, honestly and zealously, the engagements contracted by Spain under the Treaty of 1835.

No. 188.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, October 23, 1858.

I TRANSMIT to you herewith a copy of a despatch from Mr. Crawford, Her Majesty's Consul-General at Havana,† on matters connected with the Cuban Slave Trade; and I have to instruct you again to call the attention of the Spanish Government to the insufficiency of the powers with which the Captain-General of Cuba is invested for the punishment of persons implicated in the Slave Trade, and to urge them to adopt the measures suggested in the inclosed despatch.

I am, &c.

(Signed) MALMESBURY.

No. 189.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, October 23, 1858.

I HAVE received your despatch of the 26th ultimo, reporting that the Spanish Government had dismissed six officers of the Judicial Court of the Audiencia in Cuba, who had connived at the Slave Trade; and I have to instruct you to acquaint the Spanish Minister for Foreign Affairs that Her Majesty's Government fully appreciate the proof thus afforded that the Spanish Government are desirous of showing their anxiety to carry out measures for putting an end to the Slave Trade in Cuba.

I am, &c.

(Signed) MALMESBURY.

* No. 237.

† No. 244.

No. 191.

The Earl of Malmesbury to Mr. Buchanan.

Sir, Foreign Office, October 23, 1858.
 I TRANSMIT to you herewith, for your information, a copy of a despatch from Her Majesty's Acting Commissioner at Loanda,* reporting the capture by Her Majesty's brig "Heron" of the brigantine "*Mary Elizabeth*," which had been permitted to leave the Havana fully equipped for the Slave Trade.

I am, &c.
 (Signed) MALMESBURY.

No. 192.

The Earl of Malmesbury to Mr. Buchanan.

Sir, Foreign Office, October 26, 1858.
 I INCLOSE, for your information, a copy of a note from Mr. Dallas,† stating that the United States' Government do not intend to prosecute any further the claim brought forward by them in consequence of the seizure of the schooner "*Cortes*" by Her Majesty's gun-boat "*Forward*," off the coast of Cuba, in April last.

I am, &c.
 (Signed) MALMESBURY.

No. 193.

The Earl of Malmesbury to Mr. Buchanan.

Sir, Foreign Office, October 26, 1858.
 M. ISTURIZ called upon me yesterday, and I had the opportunity of expressing to him the gratification with which Her Majesty's Government had received notice of his reappointment as Her Catholic Majesty's Minister at this Court.

Her Majesty's Government have the full conviction that this appointment indicates on the part of the Spanish Government an earnest desire, which is equally participated here, to maintain unimpaired the most cordial relations between the two countries.

Amongst other friendly assurances given to me by M. Isturiz, he begged me to believe in the sincerity of his Government to endeavour to suppress the inhuman Traffic in Slaves, and he stated at the same time that they were anxious to be made acquainted with any facts upon which Her Majesty's Government might have had reason to think that sufficient efforts had not been made by Spain with that view.

I should have preferred to abide by the assurances given by M. Isturiz, rather than to enter at the present moment upon any detail of the horrors resulting from the continuance of slavery in Cuba, or of the causes which aggravate the evil, and I do not even now propose to make statements which, while elucidating facts, might cause embitterment.

The information which has been given to Her Majesty's Mission at Madrid in this matter, and which, doubtless, has been communicated from time to time to the Spanish Government, will show that Her Majesty's Government have not made assertions incapable of proof; but what Her Majesty's Government have desired, and are still desirous of impressing upon the Government of Her Catholic Majesty, is that Slave Trade can only be suppressed by efforts of a much more vigorous character than any which have yet been employed by previous Governments at Madrid.

Cuba may be said to be the last remaining mart for the real slave-merchant. The difficulties interposed have only tended to raise the price of slaves in Cuba, and to increase proportionately the gains of those who take part in the Traffic. A system has been organized by which the persons who foster this detestable Trade escape punishment, but under which large fortunes are amassed. One of the great centres of this system is the Havana, from whence associations are formed in the United States, principally by foreigners, and generally by Spaniards, who assume American nationality, and who make a fraudulent use of the American flag. Vigorous efforts at the Havana, and in Cuba

* Class A, No. 91.

† Inclosure in No. 342.

generally, would necessarily diminish their gains ; and authoritative and determined interference by the Local Government could not fail to put an entire stop to the Trade.

Her Majesty's Government readily acknowledge the earnest desire evinced by General Concha to exert himself in this matter ; but they are convinced that his efforts will be unavailing unless he is vested with power sufficient to meet the difficulties which stand in his way.

It is in the confident belief that the present Government of Spain are sincere in their desire to confer such extended powers on their Viceroy, that I abstain from alluding to the manner in which all laws and regulations are evaded in Cuba. The fact that recently certain Spanish officials in that island have been dismissed from their situations, proves not only their complicity in the Slave Trade, but the determination of the Home Government to inflict the punishment due to their crimes ; and Her Majesty's Government trust that no efforts will be spared by the present Government of Spain to put an end to a Traffic abhorrent alike to the laws of God and man.

You will read this despatch to M. Calderon Collantes, and give a copy of it to his Excellency.

I am, &c.
(Signed) MALMESBURY.

No. 194.

Mr. Buchanan to the Earl of Malmesbury.—(Received November 13.)

(Extract.)

Madrid, November 2, 1858.

I HAVE read to M. Calderon Collantes extracts from Mr. Crawford's despatch of the 3rd September last, of which a copy was transmitted to me in your Lordship's despatch of the 23rd ultimo, and I have, in obedience to your instructions, called his Excellency's attention to the insufficiency of the powers with which the Captain-General of Cuba is invested for the punishment of persons implicated in the Slave Trade. I, at the same time, urged the expediency of the Spanish Government adopting the measures which have proved effective in the Brazils for the suppression of the Slave Trade, and of making the Government of Cuba responsible for their execution, full powers being granted to the Captain-General for the purpose.

I mentioned at the same time to his Excellency, that an English gentleman who had just arrived from Cuba, and was well acquainted with the island, had informed me that not only the laws for the suppression of the Slave Trade, but also those for the protection of the negro, were rendered inoperative by one which prevents the Government authorities from exercising any inspection over estates ; and that I believed it was by granting the police authority to exercise such a right that the Slave Trade had been rendered impossible in the Brazils.

His Excellency replied that for many reasons it would be inexpedient to entrust greater power to the Captain-General than he already possessed, and which he could not believe was inadequate if properly used for suppressing the Trade, as far as it could be done by the Governor of the island. His Excellency also declared that I was mistaken in supposing that General Concha had himself suggested that his powers should be increased ; and to satisfy me upon that point he said he would write to his Excellency in the course of a few days to ascertain his views upon the subject, and would make me acquainted with his answer, which he felt assured would ask for nothing which the Government would not be ready to grant.

Without any addition being made to the Captain-General's authority, he said, the Government trusted that the punishment of delinquents, and recompenses to those who acted uprightly, would ensure the performance of their duty by the servants of the Crown ; and he would look to that alone, and not to exceptional laws, for the attainment of the object in view—though he could not hope for the entire suppression of the Slave Trade, for while slave-labour could command enormous prices, means would be found to avoid the vigilance of the authorities.

No. 195.

Mr. Buchanan to the Earl of Malmesbury.—(Received November 13.)

My Lord,

Madrid, November 2, 1858.

I HAVE acquainted M. Calderon Collantes with the circumstances under which the slaver "*Mary Elizabeth*" was captured by Her Majesty's brig "*Heron*," as reported in the inclosure in your Lordship's despatch of the 23rd ultimo; and I have endeavoured to convince his Excellency of the gross misconduct of the authorities of the Custom-house at the Havana, in permitting that vessel to leave the port fully equipped for a slave-trading voyage.

I have, &c.

(Signed)

ANDREW BUCHANAN.

No. 196.

Mr. Buchanan to the Earl of Malmesbury.—(Received November 13.)

My Lord,

Madrid, November 5, 1858.

I TOOK an early opportunity after the arrival of the messenger Haviland, who delivered to me your Lordship's despatch of the 26th ultimo, to read that document to M. Calderon Collantes, and in obedience to your Lordship's instructions, I left a copy of it with his Excellency.

While listening to it, M. Calderon Collantes expressed his entire adhesion to the friendly assurances offered to your Lordship on the part of the Spanish Government by M. Isturiz; but he dissented from your Lordship's opinion, that the Slave Trade could be entirely suppressed by the more vigorous and determined interference of the local authorities in the Havana and in Cuba.

He begged me, however, to assure your Lordship that no efforts will be spared by the present Government of Spain to put an end to the Traffic, and that orders will be immediately addressed to General Concha, instructing him to dismiss summarily, not only every servant of the Government who may be guilty of connivance with slave-trading, but also those who are supine or remiss in the performance of their duties for its suppression.

The Captain-General, his Excellency said, will also be instructed to communicate these orders to all his subordinates, and to inform them that the Government at home are determined to punish severely every dereliction of duty on this subject which may come to their knowledge.

General Concha will be invited at the same time to make a full and complete report on the present state of the Cuban Slave Trade, and on the treatment of the slaves who are illegally imported into the island, and he will be requested to make any suggestions which may occur to him, for rendering more efficient the means which he has at his disposal for the suppression for the Trade.

I observed to his Excellency that I trusted, among those suggestions, General Concha would recommend the expediency of opening plantations, more than they are at present, to the inspection of the police, for I had reason to believe that such a measure would be desirable in isolated districts, not only with a view to the suppression of the Slave Trade, but also for the protection of the negroes; and I mentioned to his Excellency that I had received an account from a trustworthy source, of a large number of Chinese labourers in Cuba who had destroyed themselves to escape from the tyranny of the planters into whose service they had entered. I said that these unfortunate men having been treated like slaves by hard task-masters, and watched by blood-hounds, which prevented any chance of a successful flight, had preferred death to the misery of their position.

M. Collantes received these observations in the best possible spirit, and assured me that if the Captain-General of Cuba could propose any practicable means of securing the object in view, without unduly increasing his own authority, his views would meet with the most favourable consideration from the Spanish Government.

I have, &c.

(Signed)

ANDREW BUCHANAN.

Mr. Buchanan to the Earl of Malmesbury.—(Received October 13.)

My Lord,

Madrid, November 5, 1858.

WITH reference to my despatch of this date, I have the honour to add that I stated to M. Calderon Collantes that the information, to which your Lordship had referred in your despatch of the 26th ultimo, as to the dismissal of members of the Audiencia at the Havana, had been communicated to me by a person who, I believed, was well acquainted with the true cause of the measure, but that I would, nevertheless, be glad to receive a confirmation of it from his Excellency; for though in a former conversation he had expressed a hope that the new Audiencia would render the law more efficient for the suppression of the Slave Trade, he had not exactly stated that their predecessors had been dismissed for connivance in it. M. Calderon Collantes replied that they were dismissed for remissness in the application of the criminal law generally, both in slave-trading cases and in other offences.

I have, &c.

(Signed) ANDREW BUCHANAN.

No. 198.

Mr. Buchanan to the Earl of Malmesbury.—(Received November 13.)

My Lord,

Madrid, November 7, 1858.

WITH reference to the Earl of Clarendon's despatch to Lord Howden of the 8th December, 1856,* inclosing him copy of a note which his Lordship had addressed to M. Pacheco on the 26th November of the same year, on the subject of a claim against Her Majesty's Government on the part of the Spanish Government, for the reimbursement of 6,160 dollars, paid by the Spanish authorities at the Havana to the owners of the Spanish brig "Arrogante Emilio," for demurrage, in pursuance of a decision of the Mixed British and Spanish Tribunal at Havana; and also calling his Excellency's attention to a correspondence which had taken place between the Governments respecting the claim of Her Majesty's Government against that of Spain, for their share of the expenses incurred by the Mixed Commission at Sierra Leone, I have the honour to transmit herewith to your Lordship the translation of a note from M. Calderon Collantes, acquainting me with the readiness of the Spanish Government to settle these questions on the terms proposed by the Earl of Clarendon in his despatch of the 8th April, 1856, namely, by equal payments on the part of the two Governments.

Your Lordship will observe, however, that the Spanish Minister for Foreign Affairs maintains the principle laid down by his predecessors, that the "Prize Fund," referred to in Article XI of the Treaty of 1835 for the Suppression of the Slave Trade, is formed from the produce of the sale of vessels condemned as legal prizes by the Mixed Commission; but that he observes, at the same time, that the Spanish Government will bear in mind the suggestions which have been made by Her Majesty's Government, with reference to the best method of carrying out the provisions of that Article, whenever the two Governments, by mutual consent, may decide upon modifying it.

I have, &c.

(Signed) ANDREW BUCHANAN.

Inclosure in No. 198.

Señor Collantes to Mr. Buchanan.

(Translation.)

Sir,

Madrid, October 26, 1858.

IN the Legation which is under your worthy charge, there must exist the particulars of two claims which were, for some time past, a subject of discussion between the Government of Her Majesty the Queen my Sovereign, and that of Her Britannic Majesty.

The first is relative to the sum of 6,160 hard dollars, paid by the Spanish Government, on account of demurrage, to Don José Joaquim Carrera, the owner of the brig "Arrogante Emilio," captured by the English frigate "Vestal," and acquitted and

* Class B, presented 1857, No. 489.

declared free from the charges brought forward against her by the cruizer, supposing her to be destined for the Slave Trade, by the Mixed Court of Justice at the Havana.

It is a constant practice in the Mixed Court at Sierra Leone, which is perfectly similar to the Court at the Havana in its origin, object, and attributions, that the British Government, of which that Court is a dependency, is to pay all the expenses of that Court of Justice, subsequently presenting to Her Catholic Majesty's Government, from time to time, as will be seen hereafter, a return or general account of all the expenses occasioned by the Mixed Court, and of the income proceeding from the prizes sold, in conformity with the Treaty of 1835, and paying over to Spain the portion belonging to her of the surplus, when there is one, or claiming upon her for her portion of the deposit, whenever the Prize Fund, which is formed with the product of the prizes which have been sold, is not sufficient to cover all the expenses.

Such was also the practice adopted by Her Majesty's Government for paying to Señor Carrera the sum belonging to him. The Mixed Court of Justice at the Havana declared the capture of the "Arrogante Emilio" to be illegal, and acquitted her from the charges set forth against her by the cruizer. The 6,160 hard dollars, amount of the compensation awarded to the aforesaid vessel, ought to have been paid from the Prize Fund, according to Article XI of the Treaty of 1835. But, as no sum of money whatever existed at that time to constitute the above-mentioned fund, Her Majesty's Government consequently caused the aforesaid 6,160 hard dollars, which was the total amount of the compensation granted to Señor Carrera by the Mixed Court, to be paid to him by the public Treasury at the Havana. This payment took place, and an application was made, in due course, to Her Britannic Majesty's Government, claiming the reimbursement of the 3,080 hard dollars which Her Majesty's Government had advanced for their account.

But this application crossed another one, which was presented by Her Britannic Majesty's Government (the second of those alluded to at the beginning of this note), claiming from Spain the payment of 1,537*l.* for the portion corresponding to her in the account of expenses incurred by England for the Mixed Court of Sierra Leone since the 1st of January, 1845, up to the 31st of December, 1853, as appeared from the liquidation of the general account of expenses of the aforesaid Court.

Her Majesty's Government found some well-grounded objections to make to several of the items of the aforesaid account, and although these objections have not been answered quite so satisfactorily as would have been desirable, Her Majesty's Government, who are anxious to avoid every occasion of disagreement with the Government of Her Britannic Majesty, have determined to proceed to the payment of the sum corresponding to Spain in the general account of expenses of the Mixed Court of Justice at Sierra Leone during the above-mentioned period, in the form in which it has been presented, provided that the English Government, on their part, pay, or agree to their being subtracted from the aforesaid sum, the 3,080 hard dollars which were advanced by Her Majesty's Government to Señor Carrera for account of the Government of Her Britannic Majesty.

With regard to the allusions made by the Government of the United Kingdom, in the course of the correspondence to which the claims in question have given rise, respecting the expediency of modifying Article XI of the Treaty of 1835, for the suppression of the Slave Trade, the Spanish Government have taken them into due consideration, and will bear them in mind at the time whenever the two Governments, by mutual accord, may come to the determination of modifying the aforesaid stipulation.

On having the honour of conveying to you the foregoing information, I avail, &c.

(Signed) SATURNINO CALDERON COLLANTES.

No. 199.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, November 18, 1858.

I TRANSMIT herewith a translation of a note which I received in September last from M. Conte, as Spanish Chargé d'Affaires at this Court, complaining of the manner in which, according to information received by Her Catholic Majesty's Government from the Captain-General of Cuba, the Spanish brig "Ermesinda" had been visited by Her Majesty's steam-sloop "Styx."

I requested the Lords Commissioners of the Admiralty to cause an investigation to be made into the circumstances stated in M. Conte's note; and I now inclose a copy of the report which their Lordships have received through the Commander-in-chief of Her Majesty's naval forces on the West India Station, from Commander Vesey, of Her

Majesty's steam-sloop "Styx,"* from which you will perceive that the charges brought against the commander of the "Styx" by the Spanish Government are totally unfounded.

I have to instruct you to communicate the particulars of this matter to the Spanish Minister for Foreign Affairs, and to state to his Excellency that Her Majesty's Government must express their regret and surprise that such a groundless charge as that contained in M. Conte's note should have been so inconsiderately made, without attempt at proof, against a British officer, and that Her Majesty's Government cannot but feel that it requires some explanation and apology on the part of the Spanish Government.

I am, &c.

(Signed) MALMESBURY.

Inclosure in No. 199.

Señor Conte to the Earl of Malmesbury.

(Translation.)

My Lord,

London, September 4, 1858.

BY a despatch of the Captain-General of the Island of Cuba, dated the 23rd of June last, the Government of Her Majesty the Queen, my august Sovereign, has been informed of the following occurrences :—

The Spanish brig (polacca) "Ermesinda" has been visited by the English war steamer the "Styx," in a manner as violent as it is unjustifiable. The steamer fired upon the brig twice; the first time in blank, and the second time with ball. The brig, however, had made no attempt to escape, which it was as impossible for her to do as to elude the visit, or search. This proceeding took place in utter disregard of the instructions contained in Article IV of the Treaty of 1835. The captain of the "Styx" did not exhibit any document authorizing him so to act, nor did he enter any note of the transaction in the brig's log-book; he did not even give the name of the vessel under his command.

Lastly, the search lasted one hour and a quarter, and during all the circumstances attending it, the said captain showed himself more anxious to molest and annoy our mercantile marine than to fulfil an indispensable duty.

In bringing, in my turn, these facts to the knowledge of your Excellency, I am instructed by my Government to request that you will cause the officers in command of cruizers to be admonished and reminded of the necessity of an exact fulfilment of the Treaty, in all that relates to the search of vessels.

In the full assurance that the Government of Her Britannic Majesty will not disregard the remonstrances made upon this subject by that of the Queen my august Sovereign, I have, &c.

(Signed) AUGUSTO CONTE.

No. 200.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, November 18, 1858.

I INCLOSE, for your information, copies of despatches, as noted in the margin, from Her Majesty's Consul-General at Havana,† on matters connected with the Cuban Slave Trade.

I am, &c.

(Signed) MALMESBURY.

No. 201.

The Earl of Malmesbury to Mr. Buchanan.

(Extract.)

Foreign Office, December 16, 1858.

I TRANSMIT herewith, for your information, copy of a despatch from Mr. Crawford,‡ reporting the capture, by the Spanish war-steamer "General Lezo," of a barque with 600 slaves on board.

* Class A, No. 198 and Inclosures.

† Nos. 245, 246, and 248.

‡ Class A, No. 36.

No. 202.

Mr. Buchanan to the Earl of Malmesbury.—(Received December 18.)

My Lord,

Madrid, December 9, 1858.

IN conformity with the instructions conveyed to me in your Lordship's despatch of the 18th ultimo, on the subject of the unfounded charges brought against the commander of Her Majesty's steam-sloop "Styx" by the Captain-General of Cuba, I have addressed a note to M. Calderon Collantes, of which a copy is inclosed herewith for your Lordship's information, acquainting his Excellency with the complete refutation of these charges, contained in the inclosures in your Lordship's despatch; and expressing the opinion of Her Majesty's Government that accusations so inconsiderately made, without an attempt at proof, against a British officer, require some explanation or apology.

I have, &c.

(Signed)

ANDREW BUCHANAN.

Inclosure in No. 202.

Mr. Buchanan to Señor Collantes.

Sir,

Madrid, November 27, 1858.

IN a note addressed to the Earl of Malmesbury in September last, M. Conte, Her Catholic Majesty's Chargé d'Affaires in London, complained that, according to information received by his Government from the Captain-General of Cuba, the Spanish polacca-brig "Ermesinda" had been visited by Her Majesty's steam-sloop "Styx," in a manner as violent as it was unjustifiable. He stated that the steamer fired upon the brig twice, the first time in blank and the second time with ball, though the brig had made no attempt to escape, which it was as impossible for her to do as to elude the visit or search.

M. Conte further represented this proceeding to have taken place in utter disregard of the instructions in Article IV of the Treaty of 1835, the captain of the "Styx" not having exhibited any document authorizing him to act, having entered no note of the transaction in the brig's log-book, and not having given the name of the vessel under his command.

Lastly, the search is stated to have lasted an hour and a-quarter, and the captain of the "Styx" is declared, during all the circumstances attending it, to have shown himself more anxious to molest and annoy the Spanish mercantile marine, than to fulfil an indispensable duty.

In consequence of these serious accusations against a British officer, the Earl of Malmesbury requested the Lords Commissioners of Her Majesty's Admiralty to cause an inquiry to be made into the circumstances alleged to have taken place, and their Lordships have received, through the Commander-in-chief of Her Majesty's naval forces on the West India Station, reports from Commander Vesey, of Her Majesty's steam-sloop "Styx," and from Lieutenant Gould, the officer employed by him on the occasion referred to, together with an extract from the log-book of Her Majesty's ship, which prove the charges brought by the Spanish Government against the commander of that vessel totally unfounded.

It appears from these reports that the "Ermesinda" was chased eight and a-quarter miles before she was brought-to and examined, having been only overtaken by the employment of steam; and that a period of fifteen minutes elapsed between the firing of the first gun and her showing her colours—a delay in itself suspicious, and sufficient to authorize an officer to act under the Treaty of 1835.

The reports also show that the vessel was not boarded by Commander Vesey, but by Lieutenant Gould, an officer of the "Styx," who was duly provided with all the documents necessary for the purpose; that the master could not produce a manifest of the cargo, that the list of the crew was incorrect, and that the vessel had sailed from her last port without a clearance—a circumstance which would have justified her detention, had there been any disposition on the part of Commander Vesey to annoy the Spanish mercantile marine.

It is also shown that the necessary duty of examining the hold was performed with great forbearance, from an unwillingness on the part of the boarding officer to disturb the cargo; and Lieutenant Gould distinctly states that he offered to make an entry in the log-book that the brig had been detained for examination, and the reasons for doing so, but that the master had declined it.

Admiral Sir Houston Stewart, in forwarding these reports to the Lords Commissioners of Her Majesty's Admiralty, observes that he trusts their Lordships will agree with him in considering them entirely satisfactory; adding that he is convinced, from personal observation, that Commander Vesey and Lieutenant Gould are incapable of knowingly molesting or annoying the mercantile marine of any nation, and that he thinks, in justice to those officers, so grave a charge should have been accompanied by a more specific statement of the occurrences complained of.

I have, therefore, been instructed to communicate these particulars to your Excellency; and I am to state that Her Majesty's Government must express their surprise and regret that such a groundless charge as that contained in M. Conte's note should have been so inconsiderately made against a British officer, without an attempt at proof.

In informing your Excellency, at the same time, in conformity with my instructions, that Her Majesty's Government cannot but feel that the charge requires some explanation and apology on the part of Her Catholic Majesty's Government, I avail, &c.

(Signed) ANDREW BUCHANAN.

No. 203.

Mr. Buchanan to the Earl of Malmesbury.—(Received December 18.)

My Lord,

Madrid, December 9, 1858.

I HAVE had the honour to receive your Lordship's despatch of the 18th ultimo, transmitting to me copies of despatches from Her Majesty's Consul-General at the Havana, dated the 24th, 25th, and 27th of September.

I have had some conversation with M. Calderon Collantes on the fresh proofs which they afford of the impunity with which slave-trading is carried on in Cuba, and of the improbability of the Traffic being suppressed, while the law renders every estate in the island a sanctuary for illegally imported negroes. His Excellency said he had not previously heard of the cargoes reported in Mr. Crawford's despatches to have been lately landed; and he expressed some surprise and indignation at the impunity which persons known to have recently violated the laws against the Slave Trade seem to enjoy at the Havana.

He assured me, however, that immediately after my last representations to him on this subject, of which a report was forwarded to your Lordship in my despatch of the 5th ultimo, he had written to the Captain-General of Cuba, instructing him to offer any suggestions he might think fit, as to the measures which should be adopted for the more effectual suppression of the Trade.

With reference to this subject I may add, that it is now settled that General Ros de Olano shall shortly relieve General Concha, who will probably return to Spain in the course of a few months.

I shall not fail to impress upon General Ros de Olano's consideration the views of Her Majesty's Government on this subject, before his Excellency proceeds to his important command.

I have, &c.

(Signed) ANDREW BUCHANAN.

No. 204.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, February 10, 1859.

I INCLOSE, for your information, copies of despatches as marked in the margin,* which I have received from Her Majesty's Consul-General at the Havana, on the subject of the Cuban Slave Trade.

I am, &c.

(Signed) MALMESBURY.

* Nos. 258, 259, and 260.

No. 205.

Mr. Buchanan to the Earl of Malmesbury.—(Received March 4.)

My Lord,

Madrid, February 24, 1859.

HAVING met Señor Calderon Collantes in society soon after receiving your Lordship's despatch of the 10th instant, I mentioned to his Excellency that I was sorry to learn from its inclosures that large cargoes of negroes continued to be landed with impunity upon the coasts of Cuba. His Excellency said that he could not believe this to be the case, and that he was convinced Mr. Crawford's reports were greatly exaggerated, and founded on insufficient evidence. As he had himself just received an answer from the Captain-General to the inquiries which he addressed to him some time ago, after a conversation with myself, which I reported to your Lordship in my despatch of the 2nd of November last.

General Concha, it appears, denies that the trade has been carried on to the extent supposed by Her Majesty's Government, and assures M. Collantes that latterly there have not been more than 4,000 or 5,000 negroes landed annually in the island—a statement which I observed to his Excellency is entirely inconsistent with the number of vessels known to be employed in the Trade, and with the number of negroes captured last year by Her Majesty's cruizers and those of Her Catholic Majesty.

M. Calderon Collantes also informed me that the Captain-General is of opinion that the visit of estates by the police, in search of illegally imported negroes, is so unpopular in the island that if it were legalised, and brought into a system, it might produce universal discontent and serious consequences.

I reminded his Excellency that he had promised to communicate to me the explanations for which he had applied to the Captain-General of Cuba on this subject; and as I asked when I might call upon him to acquaint him with the facts detailed in Mr. Crawford's late correspondence, and to hear what General Concha has to say on the other side, it was arranged that I should do so as soon as the debate on the organization and attributions of the Council of State, with which he is much occupied, is concluded in the Senate.

I have, &c.

(Signed) ANDREW BUCHANAN.

No. 206.

The Earl of Malmesbury to Mr. Buchanan.

Sir,

Foreign Office, March 10, 1859.

I TRANSMIT to you herewith, under flying seal, a despatch which I have addressed to Her Majesty's Consul at Cadiz,* relative to a vessel stated to have been fitted out at that port, and which has been recently stranded with 800 slaves on board off the port of Humacao, at the east end of the Island of Puerto Rico. And I have to instruct you to call the attention of the Spanish Government to this case, and you will state that Her Majesty's Government confidently expect that stringent inquiries will be made with the view to the punishment of the parties who may have been engaged either in planning this expedition in Puerto Rico or Cuba, or in fitting out the vessel at Cadiz.

I am, &c.

(Signed) MALMESBURY.

No. 207.

Mr. Buchanan to the Earl of Malmesbury.—(Received March 12.)

My Lord,

Madrid, March 3, 1859.

WITH reference to my despatch of the 24th ultimo, I have the honour to state that M. Calderon Collantes having been called to the Congress of Deputies yesterday, to defend the estimates for his Department, at the hour which he had appointed to receive me at the Foreign Office, left instructions with M. Comyn to allow me to read the despatch from the Captain-General of Cuba therein referred to.

* No. 209.

CLASS B.

X

As I understand that Señor Isturiz has been directed to make a similar communication to your Lordship, it is unnecessary for me to report the reasons alleged by General Concha for maintaining slavery as an institution in the island, and for limiting repressive measures to the observation of the coasts by a steam squadron. Your Lordship will have observed that the Captain-General speaks as if he had on several occasions dismissed public functionaries whom he believed to have connived at slave-trading, and that he does not consider it expedient to legalize the search of estates—a measure which he had sometimes employed, though contrary to law—because it is not likely to be attended with sufficient advantages to compensate for the inconveniences and inexpediency of proceedings “of a nature,” he says, “to lessen the respect of the slave for his master.” In reply, therefore, to the inquiry addressed to him as to what new powers it might be expedient to confer on a Captain-General, his Excellency limits himself to recommending that the Captain-General should be authorized to exile persons notoriously known to be employed in slave-trading. Your Lordship will also have observed that his Excellency states that he has in his possession correct information respecting every cargo of negroes known to have been landed in the island during his administration, and that he is convinced not more than from 3,000 to 4,000 have been imported annually. He accounts, therefore, for the more serious reports received by Her Majesty’s Government, by supposing that attempts to land negroes have been taken for accomplished facts, and that one cargo has been often multiplied into three, by several attempts having been made to land it before one proved successful.

I told M. Comyn that, even it were admitted that some of the cases reported by Mr. Crawford were apocryphal, the number of vessels captured afforded sufficient evidence that the Captain-General’s estimate of the number of slaves landed was much too low; and I left with him, for confidential communication to M. Calderon Collantes, an abstract, in Spanish, of the inclosures in Mr. Crawford’s despatches of the 28th and 29th December last, which I had intended to read to his Excellency, in order to show that nearly the number of negroes mentioned by General Concha as an average annual importation had been landed in the island last autumn in the course of a few weeks.

Although the Captain-General’s despatch is evidently written for the purpose of defending the Spanish Government against the complaints of Her Majesty’s Government, his Excellency admits the demoralizing effects of the Slave Trade upon the inhabitants; and it may be presumed that he recommends a careful blockade of the coast, as the best means of repressing the Trade, from a conviction that no measures adopted on shore have any chance of success against the organized system of corruption described in Mr. Crawford’s despatch above referred to.

I have, &c.
(Signed) ANDREW BUCHANAN.

SPAIN. (*Consular*)—*Cadiz*.

No. 208.

The Earl of Malmesbury to Consul Brackenbury.

(Extract.)

Foreign Office, March 10, 1859.

I TRANSMIT to you herewith copy of a despatch from Her Majesty's Consul at Puerto Rico,* containing information respecting the stranding of a barque with 800 slaves on board, off the port of Humacao, at the east end of the Island of Puerto Rico.

You will perceive that the barque in question, which had the name "*Majesté*," or "*Majestad*," on her stern, is stated to have been fitted out at Cadiz; and I have to desire that you will use your best endeavours to ascertain whether this vessel was fitted out at that port, and if so by whom, and you will also report to me any other information or particulars respecting this vessel which you may be able to procure.

* No. 264.

SPAIN. (*Consular*)—*Havana.*

No. 209.

Consul-General Crawford to the Earl of Clarendon.—(Received April 19.)

My Lord,

Havana, February 24, 1858.

WITH reference to that paragraph in my despatch dated the 12th instant,* which relates to the landing of Bozals recently at Guanimar, a place to the westward of Batabanó, I have now the honour of laying before your Lordship a copy of correspondence which I have had with the Captain-General upon that subject.

Your Lordship will see that his Excellency had information thereof and removed the Captain of the District, besides making some other dispositions in that quarter. But what is of most importance in General Concha's letter will at once be manifest to your Lordship, viz., that his Excellency has but one vessel to watch the places where I had indicated that several cargoes of slaves are expected near that locality, and where, as I have since been informed, no less than three cargoes were landed from October to December, the last consisting of 514.

The vessel which brought that expedition, an American-built brigantine, name unknown, was abandoned (by the slavers after they had run the cargo) in the Ensenada Majana, having cut away her masts; and it appears that she was claimed by parties here calling themselves the agents for the American underwriters, by whom she was sold for 3,500 dollars, and is now at Batabano refitted and nearly ready to sail, most probably, upon another voyage to the coast of Africa.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 209.

Consul-General Crawford to the Captain-General of Cuba.

Havana, February 13, 1858.

I HAVE been informed that a cargo of slaves was landed in October last from a vessel that brought-to in the Ensenada of Majana, to the westward of Batabanó. I have also learned that another cargo was recently landed at Guanimar from another vessel, which brought the slaves to the same Ensenada Majana, and that, after they were landed, they were taken to the Yngenio Santa Teresa, in that neighbourhood.

I have also been informed that several more cargoes of Bozals are expected, which are intended to be landed at or near the same place, and I hasten to give your Excellency this intelligence for such purposes as you may find convenient.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 209.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, February 15, 1858.

I HAVE received the communication of yesterday's date, which your Honour has addressed to me, making known to me the information which you had acquired of a

* Class B, presented 1858, No. 480.

disembarkation of Bozals effected in the district of Guanimar, as also of several other expeditions which you believe about to reach the island.

In reply I can state to your Honour that the Government had timely intelligence of the disembarkation which occurred at Guanimar, and that in consequence thereof the Captain of the District was removed and various other dispositions were likewise adopted, giving very express orders to all the authorities of the district to redouble their vigilance.

I now give the same orders, having before me the fresh intelligence which your Honour communicates to me, limiting myself thereto as at present. There is only one vessel in a state to be able to watch the places which your Honour mentions in your official letter, but I will adopt the proper measures, so that with the greatest possible despatch may be present a steamer, in order to practise that watchfulness which so important a service demands.

God preserve, &c.

(Signed)

JOSE DE LA CONCHA.

No. 210.

Consul-General Crawford to the Earl of Clarendon.—(Received April 19.)

(Extract.)

Havana, February 27, 1858.

THE Norwegian schooner "*St. Olof*" sailed from this port on the 15th instant, for the coast of Africa, to be employed in the Slave Trade.

The "*St. Olof*" is a fine-looking vessel, of about 140 to 150 tons British measurement, and I trust will be fallen in with by some of Her Majesty's cruisers at the coast of Africa.

I cannot conclude this despatch without stating to your Lordship that the sailing of vessels to be employed in the Slave Trade is become a matter of very frequent occurrence. The slave-traders well know that the Spanish cruisers have become quite inefficient, and it may be that they reckon upon the continuance of the absence of British men-of-war, which they have seen for so long a period of late, and so are taking advantage of those favourable circumstances.

No. 211.

Consul-General Crawford to the Earl of Clarendon.—(Received April 19.)

My Lord,

Havana, February 27, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 13th ultimo,* acquainting me that Her Majesty's Government had learnt with satisfaction the assurance conveyed to me by General Concha, upon the occasion of my visit to him, on my return to Havana, that he is determined to follow up the course which has for some time been adopted for the suppression of the Slave Trade, which I did myself the honour of reporting to your Lordship in my despatch of the 7th December last.

I have, &c.

(Signed)

JOS. T. CRAWFORD.

No. 212.

Consul-General Crawford to the Earl of Clarendon.—(Received April 19.)

My Lord,

Havana, February 28, 1858.

I BEG leave to transmit to your Lordship, herewith inclosed, a translation of the statement of criminal causes for offences committed in connexion with the Cuban Slave Trade, in obedience to your Lordship's instruction conveyed in despatch dated the 13th ultimo, receipt of which I have the honour of acknowledging, and which translation ought to have accompanied the copy in the Spanish language which I forwarded to your Lordship on the 10th December last.

I have, &c.

(Signed)

JOS. T. CRAWFORD.

* Class B, presented 1858, No. 470.

Inclosure in No. 212.

(Translation.)

STATEMENT of the Criminal Cases instituted in consequence of the seizure of Bozal Negroes in 1857.

Officers by whom the Vessel, &c., were seized, and Place of the Occurrence.	Date of the commencement of the Case.		State of the Proceedings at the present date. (December 5, 1857.)
	1857		
Suspected landing of Bozal negroes near Sierra Morena, in the jurisdiction of Sagua la Grande	January	4	Suspended on March 27, 1857
To investigate a landing said to have taken place near Trinidad and Sancti Spiritu. 55 negroes have been seized from various persons	March	1	Still pending.
Suspected landing of Bozals at the anchorage of Guanaja, in the jurisdiction of Puerto Principe	April	8	Suspended on May 18, 1857.
Against Don José Quintero, Don Clemente Hernandez, Don Manuel Quintero, Don Damian Declara, and Don José Oliver, for a suspected landing of Bozals on the coast of Guines	July	19	Decided on the 20th October last, acquitting entirely Don José Quintero, Declara, and Oliver, and suspended, for want of proofs, as regards the proceedings instituted in the Alcaldia Mayor of Bejucal, on account of a suspected introduction of Bozals near Batabanó.
Seizure of 29 negroes (Bozals) on the sugar estate Santa Susana alias Figueras, belonging to Doña Domingo Aldama, and said to be part of a larger number landed near the entrance of Bacunayagua, jurisdiction of Matanzas	July	21	Still pending.
To inquire into a landing of Bozal negroes on the south coast, at Santa Maria, jurisdiction of Puerto Principe ..	July	25	Ditto.
To inquire into a landing of Bozal negroes said to have been effected near Ceja de Pablo and Sierra Morena, jurisdiction of Sagua la Grande	August	18	Ditto.
Seizure of 50 Bozal negroes on the sugar estate Sacramento, belonging to Donna Teresa Semanat, and 41 at the entrance of Rotilla, from a landing said to have been effected in the jurisdiction of Jaruco	August	29	Ditto.
Against Don José Ramon Polo, and another, for the introduction of 102 Bozal negroes on the south coast, jurisdiction of Principe	September	17	Ditto.
For the capture made by Her Majesty's schooner "Cristina" of the barque "Paaz" and crew, with 385 Bozal negroes	September	17	Ditto.
Landing of Bozals effected in this harbour near the Punta, by the schooner "Mercedita." 85 negroes have been seized from various persons	September	18	Ditto.
Capture of a vessel, with 537 Bozal negroes, by Her Majesty's steamer "Neptune"	October	11	Ditto.
Capture of the barque "Vesta," with 169 Bozals, at Lanzasnillo, jurisdiction of Remedios, by Her Majesty's schooner "Isabel II"	October	20	Ditto.
Capture of 361 Bozals near Guantánamo	October	25	Ditto.
Capture of 13 Bozal negroes, a league from the sugar estate Vigilancia, jurisdiction of Sagua la Grande	October	28	Ditto.
Capture in the jurisdiction of Cardenas, of the barque "Lexington," with 497 Bozal negroes, by the Commander of Her Majesty's ship "Venadito"	November	7	Ditto.
Suspected landing of Bozal negroes at Quemado de Güines, jurisdiction of Sagua la Grande	November	24	Ditto.

(Signed)

IGNACIO GONR. OLIVARES.

Havana, December 5, 1858.

No. 213.

Consul-General Crawford to the Earl of Clarendon.—(Received April 19.)

(Extract.)

Havana, March 2, 1858.

A RUMOUR having reached me that some slaves had been brought into this harbour, and landed at the Carbon Wharf, by three of the little coasting craft employed in

the bringing of carbon for the supply of this city (said to have been upwards of 400), and that they had been all seized by Government, I called on the Captain-General to ascertain the truth. His Excellency informed me that the rumour is wholly unfounded; but he added, that it might have arisen from the fact that, as it had been reported a landing of Bozals had been effected a short distance from this port to the westward, he had sent out officers to inquire, and that they had seized 63 negroes, to all appearance Bozals, the investigation being still carried on.

I need not observe to your Lordship that if the emancipation of captured Africans is to be appealed to the Royal Audiencia, and the decision of that Tribunal is to be upon legal evidence adduced that they are Bozals, it is hardly worth while for the authorities to seize negroes on shore in Cuba, as some parties will always be ready to claim them with schedules and other requisites to defeat the governative decree of the Captains-General.

No. 214.

Consul-General Crawford to the Earl of Clarendon.—(Received April 19.)

My Lord,

Havana, March 24, 1858.

I HAVE the honour of reporting to your Lordship that Commander Vesey, of Her Majesty's steam-sloop "Styx," with the gun-boat "Jasper" in company, fell in with, and captured on the 21st instant, to the eastward of Havana, a large ship of about 600 tons, fully equipped for the Slave Trade.

The ship, when first seen, displayed Spanish colours, and is, no doubt, the "Emilia," of 590 tons, which vessel was clandestinely cleared for Marseilles, and sailed from this port on the morning of the 21st instant, but, as she was captured without papers or colours, Commander Vesey has sent her to Jamaica for adjudication in the Vice-Admiralty Court.

I have also to report to your Lordship that the same officer has sent into this port a small coasting schooner called the "Juanita," detained on suspicion of being engaged in the Slave Trade.

This case is now occupying the attention of the Mixed Court, and I shall duly report to your Lordship the result.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 215.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, May 27, 1858.

WITH reference to your despatch of the 24th of February last, I have to acquaint you that I approve of your having communicated to the Captain-General of Cuba the information which had reached you respecting the landing of two cargoes of slaves in that island, and the anticipated arrival of other slave expeditions; and with regard to that part of your despatch in which you report that an American-built brigantine had been abandoned by the slave-dealers on the Cuban coast after she had landed her cargo of slaves, and that she had been subsequently picked up and claimed by parties at the Havana, calling themselves the agents of the underwriters, I have to state to you that I should be glad to be informed how it happened that a vessel known to have landed slaves in Cuba could have been subsequently claimed by parties in that island, without subjecting the parties claiming her to proceedings on the part of the Spanish authorities, on account of the transaction in which the vessel was engaged.

I am, &c.

(Signed) MALMESBURY.

No. 216.

The Earl of Malmesbury to Consul-General Crawford.

(Extract.)

Foreign Office, May 29, 1858.

I TRANSMIT to you herewith copies of a despatch and its inclosures from Mr. Scarlett, Her Majesty's Minister at Rio de Janeiro,* containing information respecting certain proceedings in the River Plate, having reference to the Cuban Slave Trade.

Consul-General Crawford to the Earl of Malmesbury.—(Received May 31.)

My Lord,

Havana, May 2, 1858.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General on the 15th ultimo, in consequence of information which I received from Vice-Consul Shiels, of Laguna de Terminos, Yucatan, respecting the reassumed Traffic in kidnapped Indians from that unhappy territory.

Your Lordship will observe by the Captain-General's answer, that this Government "takes the steps which are convenient for ascertaining that the Indians come here contracted of their own free will, and not sold as slaves."

I am, notwithstanding the investigation indicated by his Excellency, very strongly disposed to think, knowing the decided reluctance of the Indian to emigrate, that the Vice-Consul's information is quite correct, and that the abuses which have been revived in Yucatan, are only the carrying into effect of M. Zangroniz' license, or privilege, which was recalled by the Mexican Government, but to which, the present authorities in Yucatan, being in disobedience to Mexico at present, have been induced for the sake of gain, not only to sanction, but assist in carrying out, for the money considerations expressed in my letter to the Captain-General; and so long as such men as Don Martin Peraza are in power in Yucatan, and that territory is in disobedience to the Supreme Government of Mexico, I fear that the Traffic in kidnapped Indians cannot be put an end to.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 217.

Consul-General Crawford to the Captain-General of Cuba.

Havana, April 15, 1858.

I HASTEN to acquaint your Excellency that a scheme for carrying on a species of Slave Trade from Yucatan has been entered into by certain persons here, in concert with others who are influential parties at Merida.

These last undertake, for a sum of 50 dollars each, to kidnap as many Indians as they possibly can, and deliver them at Sisal, or Rio de Lagartos, to the agent of the parties here, with their agreements as free colonists, to be sent from thence to this island on board the steamer "Mexico."

In order to make this slave-trading transaction appear to be legal, I am informed that the passports or other papers of these kidnapped Indians, who are thus fraudulently and falsely made to appear as "free colonists," will be *visé* by the Spanish Consul.

I have undoubted information that this arrangement has been entered into by a person whose name is Tison (formerly captain of the steamer "Union"), as agent for the Company, owners of that vessel and the steamer "Mexico," who are engaged in carrying on the steam navigation of the Gulf of Mexico from this port; and Don Martin Peraza, the Governor, or a leading member of the Government at Merida, to whom a large sum of money has been paid by Tison in advance.

Besides the 50 dollars each, which, according to the agreement, the Company of the Gulf steamers, or whoever else it may be that have engaged in this Traffic, are to pay to Don Martin Peraza and the parties at Merida, the sum of 16 dollars is also to be paid for the expenses of passports and maintenance, and conduction from place of capture to the place of shipment, for each Indian.

Of the sum first paid, 6 dollars is to be given to the soldier who catches the Indian: 10 dollars will be given to the soldier's commanding officer; and the remaining 34 is for Don Martin Peraza, or the parties with him concerned.

The distribution of the second sum of 16 dollars I have not learnt; but as it is for *visés* of passports, &c., your Excellency will easily understand its application.

Already 55 of these poor Indians have been brought on here by the steamer "Mexico;" and I understand that upwards of 100 will be ready for her to bring on her next trip, unless this scandalous affair is put a stop to in the meantime.

I am quite aware that when these kidnapped Indians arrive here, they will have all the documents to show that they are free colonists, and have come of their own will and accord, contracted according to law; but your Excellency may be assured that every one

of their contracts is false, and that not one of these poor and much abused people have come willingly to Cuba, but have been seized and sold in the manner I have described.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 217.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, April 28, 1858.

BY your Honour's communication of the 15th instant I have been made acquainted with all that your Honour has been pleased to manifest to me respecting the means employed for the embarkation in Yucatan of the 55 emigrants brought by the steamer "Mexico."

And although M. Ignacio Maria Zangroniz has shown, that in order to effect, it he obtained the proper consent of those authorities, as one of the conditions imposed upon him on the permission being granted to him for the introduction of said emigrants, was that of proving, as well by certificates of the Spanish Consul, as by the investigation practised upon their arrival at this port, that they were contracted freely, this Government takes the necessary steps to assure itself that they come under a free contract, and that they are not sold as slaves.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 218.

Consul-General Crawford to the Earl of Malmesbury.—(Received May 31.)

(Extract.)

Havana, May 8, 1858.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General on the 21st ultimo, denouncing the landing of two cargoes of Bozal negroes in the jurisdiction of Bahia Honda.

I have not yet received an answer from his Excellency; but in conversation he has informed me that my information turned out to be correct, and that in consequence no less than eight of the authorities of that district were in custody to abide the result of the investigation ordered by his Excellency, and which is going on.

If, however, anything results from the Commission sent upon that service to criminate any of the parties, or indeed anybody whatever, it will be more than we have ever seen upon any former occasion.

The ship which landed the 400 slaves at Ortigosa, alluded to in my letter to General Concha, is said to have been called the "Peruana," and the consignees Don José Plá and Don José Fresneda.

A schooner, having all the proofs of her having recently landed slaves, was picked up abandoned, off the coast of Bahia Honda, a few days ago, and it was probably from her that the other cargo had been run: their number is not ascertained, but may be safely put as exceeding 300.

Excepting some few, found in possession of the authorities, I have not heard that any of the Bozals of these two cargoes have been captured.

Inclosure in No. 218.

Consul-General Crawford to the Captain-General of Cuba

Havana, April 21, 1858.

IT has come to my knowledge that on Monday the 12th instant a cargo of Bozal negroes was landed in the jurisdiction of Bahia Honda, and it is said without opposition on the part of the authorities.

The Bozals were taken to the Hacienda Buena Vista, and I have been told that the Municipales of Bahia Honda serve as guides to those who go there to purchase slaves!

On Friday last the 16th instant, another cargo of Bozals was landed, consisting of about 400, at the Boca de Ortigoza, in the same jurisdiction, Partido de San Diego, and were taken on to the property of Don Maximo Arrozarena.

CLASS B.

Y

The vessel from which the last-mentioned cargo was landed was a ship ("tres palos") which sailed as soon as night had set in; and her crew consisted of twenty persons.

Your Excellency may rely upon the correctness of this information, which I must suppose has already reached this Government.

And I request that your Excellency will be pleased to favour me with the further particulars, in both cases, for the information of Her Majesty's Government.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 219.

Consul-General Crawford to the Earl of Malmesbury.—(*Received May 31.*)

(Extract.)

Havana, May 9, 1858.

I BEG leave to lay before your Lordship a translation of a letter which I received from the Captain-General on the 7th instant; and I have the honour also of inclosing herewith to your Lordship a copy of my answer to his Excellency of the same date.

Commander Vesey's orders, referred to in my letter to General Concha, were forwarded to Commander Peel, and to the officer in command of the boat of Her Majesty's sloop "Buzzard," by a Spanish war-steamer.

It is reported that the boat in question entered the harbour of Sagua la Grande, and searched the vessels in that port, and that within the "boca," or mouth of said bay or harbour; the coasting craft were fired at and boarded, thus exercising the right of search within the territory, as well as that at Los Posos and Sierra Morena. The crew of said boat had landed armed, imposing terror amongst the inhabitants.

Knowing how odious it is to these people that our cruisers should be so near their coasts, where they have already made one or two captures, nearly the whole population being (if not engaged in the Traffic) very friendly disposed to those who are, and anxious for their success and prosperity, it is probable that some exaggeration has been made use of in the reports which have been forwarded to the Captain-General and to the Spanish Admiral; but as the service upon which our cruisers are engaged can be carried out quite effectively without aggravating, unnecessarily, the prejudices of the people here—in which opinion Commander Vesey, of Her Majesty's sloop "Styx" (the senior officer at present), coincides—his orders have been given, so that if anything of the kind charged by these authorities did occur, no such cause of offence will be given in future.

I have forwarded a copy of the Captain-General's letter, and of my answer, to the Vice-Admiral Commander-in-chief of Her Majesty's naval forces at Bermuda; and I availed of that opportunity to send to the Admiral a copy of the despatch of yesterday's date, which as Commissary Judge I did myself the honour of addressing to your Lordship, as to the necessity there is for effectually checking and putting an end to the Slave Trade, which is being carried on from this island on a scale so gigantic as could never have been anticipated.

There no doubt exists here a Company with enormous capital engaged in this nefarious Traffic. There no doubt are influential parties connected with that Association upon whom the Company reckon for subornation of the local authorities, they relying on such influential parties for being protected, and for passes and cédulas for the Bozals whenever a landing is effected. Suspicion would easily point at such influential parties who have become enormously and suddenly rich; but proofs of their connivance could never be obtained.

But your Lordship may be assured that there is such an organization as requires the exertion of extraordinary means to counteract and defeat. There is, in my opinion, but one way for effecting this, and that is, to surround the island by swift-sailing cruisers of light draught of water, in numbers sufficient to render it impossible for the slavers to escape capture.

The abuse of the American flag to cover this abominable Traffic has become so great as to be almost universal; the dodge (to use the expression) has been had recourse to because of the exemption from search which the United States' Government pretend to and insist upon. But if that flag is to be a cloak for such nefarious purposes, and continues to be prostituted to the carrying on of the Slave Trade in the manner it is, and has been for some time past, the good sense of the American Government will surely devise the means of correcting such a shameful abuse of the national banner as is now almost every day to be seen here in turning American vessels into slavers, retaining their flag and papers.

Inclosure 1 in No. 219.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, May 6, 1858.

THE official reports which I have received that some vessels of war of Her Britannic Majesty are exercising acts in the persecution of the Slave Trade on the coasts of this island in evident violation of the existing Treaties, oblige me to address myself to your Honour with this communication, in order to record my protest against them, and to prevent in time the consequences which might arise from their repetition.

The Treaty between Her Majesty the Queen of Spain and Her Majesty of the United Kingdom of Great Britain and Ireland for the abolition of the Slave Trade, signed at Madrid the 28th of June, 1835, provides, in the first paragraph of Article IV, that the right of search shall never be exercised except by vessels of war authorized expressly for this object, as it is stipulated in this Treaty, and the second paragraph of Article V, that each of the High Contracting Powers shall, from time to time, communicate to the other the names of the several ships employed in that service.

No notice has been given to the Superior Government of the island, and I must believe that none has been given to that of Her Majesty, as I have not received any advice thereof, that the steam-sloop "Buzzard," the "Styx," and some other vessels whose names I am ignorant of, are thus employed, and which, without these necessary requisites called for by the Treaty, have exercised the right of search in the waters of this island, and have committed acts which are in no way authorized by the Treaty.

The Treaty provides, in the second paragraph of Article IV, that whenever a merchant-vessel is searched by a ship of war, the Commander of the said ship shall, in the act of so doing, exhibit to the commander of the merchant-vessel the document by which he is duly authorized to that end, and shall deliver to him a certificate, signed by him, with all the rest specified in the form in which that search should be carried out, when made by an officer of the cruiser, who, as it is terminantly stipulated in the same paragraph, and as it is repeated in Article II of Annex A, must not be of less rank than that of Lieutenant of the Royal Navy, or of the second in command of the ship that makes the search.

These stipulations have not been observed in all the searches made of which I have heard, and it is contrary to them to have authorized the mate, Mr. Broughton, of the steamer "Buzzard," to command a boat, armed with a gun, to make these searches.

But what constitutes not only an infraction of the Treaty, but a violation of territory and a grave national offence, is the fact which, by telegraph, the Captain of the Port of Sagua communicates to his Excellency the Commandant-General of Marine of this station, that the evening of the day before yesterday the vessels at anchor in that port were searched by an English man-of-war's boat, which afterwards went away, and I must suppose that it is the same boat of the "Buzzard" which, according to another communication I have just received from the Lieutenant-Governor of Sagua, fired at a coasting-schooner at the entrance of the bay.

In view of such acts, and reserving to the Government of Her Majesty to claim proper satisfaction, I have been obliged to give orders to the Military Commandants of the island to prevent their repetition, and I hope that this will be avoided by your Honour's giving notice of this communication to the Commanding Officer of Her Britannic Majesty's Naval Forces, as I have no doubt that he will give the most stringent orders to his subordinates that, in persecution of the reprobated Traffic in Slaves, they observe strictly all the stipulations of the existing Treaty.

God preserve, &c.

(Signed)

JOSE DE LA CONCHA.

Inclosure 2 in No. 219.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, May 7, 1858.*

I HAVE the honour of acknowledging the receipt of your Excellency's letter of yesterday, which was delivered to me this morning.

I shall avail myself of the earliest opportunity for laying a copy thereof before Her

Y 2

Majesty's Government, and I shall transmit a copy to the Commander-in-chief of Her Majesty's naval forces on the West India Station.

But in the mean time I hasten to assure your Excellency that such excesses as have been reported to you as having been committed by the boats or cruizers of Her Majesty would be highly disapproved of; and I have to state to your Excellency, that I lost not a moment in sending for and communicating with Commander Vesey, of Her Majesty's steam-sloop "Styx" (accidentally in this harbour), upon the subject of your letter; and I have the satisfaction of acquainting your Excellency that the commander, as senior officer of Her Majesty's cruizers on the north side of this island, has given orders which I trust will prevent a repetition of the acts complained of by your Excellency, if, indeed, such acts have been committed as are ascribed to the launch of Her Majesty's steam-sloop "Buzzard" at Sagua.

I cannot suppose that Her Majesty's Government has failed to observe the important condition required by the first paragraph of Article IV of the Treaty of 1835.

But to supply the omission of that notice, which, it appears, has not been communicated to your Excellency, I have the honour of acquainting your Excellency that the following of Her Majesty's vessels are at present employed in the suppression of Slave Trade on the Coast of Cuba, viz.:—"Styx," steamer, Commander Vesey; "Buzzard," steamer, Commander Peel; "Basilisk," steamer, Commander Phayre; "Forward," gun-boat, Lieutenant-Commander Davies; "Jasper," gun-boat, Lieutenant-Commander Pym; "Jaseur," gun-boat, Lieutenant-Commander Scott; "Skipjack," gun-boat, Lieutenant-Commander Murray; and I believe that all these vessels are properly authorized to exercise the right of search according to the Treaty.

I also venture to assure your Excellency, that upon every occasion whenever that right has been exercised, the officers employed have been furnished with such credentials as are required, and that they have in every respect complied with the Treaty stipulations.

With respect to what your Excellency remarks, that the boat of Her Majesty's ship "Buzzard," at Sagua, was commanded by a mate, and not by an officer of the rank required by the Treaty, I must infer that Mr. Broughton, mate of that ship, was detached to watch at Sagua, owing to the indisposition or other inability of the lieutenant, who would otherwise have performed that service.

I have no doubt, however, that whatever may have occurred will be strictly investigated by the Commander-in-chief upon the receipt of these despatches.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 220.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, June 11, 1858.

WITH reference to your despatch of the 8th ultimo, I have to acquaint you that I approve the letter which you addressed to the Captain-General of Cuba, denouncing the landing of two cargoes of slaves on the coasts of that island.

In your other despatch of the 8th ultimo* you represent that the unheard-of extent of the outfits for slave-trading require unusual efforts to check this abominable Traffic, and you recommend that, with this view, Her Majesty's Government should send out two or three 6-gun steam-vessels and about ten gun-boats on each side of the island.

I have to state to you that it is quite impossible that Her Majesty's Government can comply with your suggestions on this matter, nor is it desirable, if Her Majesty's Government had the means of doing so, that they should take upon themselves a service which it is the duty of the Spanish authorities to perform.

I have to desire that you will seek an interview with the Captain-General of Cuba, and that you will earnestly represent to his Excellency the necessity of some more stringent measures being adopted to guard against the equipment of vessels for the Slave Trade in Cuban ports, and also to prevent the landing of slaves on the coasts of that island.

You will state that whilst Her Majesty's Government acknowledge that the small squadron which his Excellency caused to be equipped during the past year did good service

* Class A, No. 31.

in the suppression of the Slave Trade, they regret to learn that even the small force of which it was composed is no longer effective for the service on which it should be employed. You will add, that Her Majesty's Government cannot for one moment admit that it is impossible to put down the Cuban Slave Trade if the Spanish authorities are in earnest in their endeavours to do so, and proper measures are adopted for the purpose, because they have seen what the Brazilian Government has been able to do under similar circumstances.

With a demand for slaves equalling, if not exceeding, that in Cuba, and with a coast to guard of greater extent and less inhabited than Cuba, they have been able completely to put a stop to the importation of slaves into Brazil; and what the Brazilian authorities have been able to accomplish, Her Majesty's Government will not believe that the Spanish authorities are not able also to perform.

The Spanish Government have engaged by Treaty to put a stop to the Cuban Slave Trade, and they are bound in honour to fulfil their engagement; and you will state to the Captain-General that, if he has not sufficient powers to enable him to give effect to the desire which Her Majesty's Government believe him to entertain of suppressing this Traffic, he should apply to his Government for more ample powers, and such representations on his part would be earnestly supported by Her Majesty's Minister at the Court of Madrid.

I am, &c.
(Signed) MALMESBURY.

No. 222.

The Earl of Malmesbury to Consul-General Crawford.

Sir, *Foreign Office, June 11, 1858.*

WITH reference to your despatch of the 9th ultimo, I have to acquaint you that I approve the letter addressed by you to the Captain-General of Cuba, in reply to one which you received from his Excellency complaining of the proceedings of a boat belonging to one of Her Majesty's cruisers, which is stated to have entered the port of Sagua la Grande, and to have boarded and searched all the vessels in that port, and also to have fired at a coasting-schooner at the entrance of the bay or harbour; and I inclose, for your information and guidance, a copy of a letter which, by my directions, has been addressed to the Board of Admiralty on the subject.

I have also to acquaint you that I approve of your having communicated copies of your correspondence with the Captain-General on this matter to the Admiral commanding in the West Indies.

I am, &c.
(Signed) MALMESBURY.

No. 223.

Consul-General Crawford to the Earl of Malmesbury.—(Received July 3.)

(Extract.)

Havana, June 9, 1858.

I BEG leave to lay before your Lordship a copy of a letter which I considered it my duty to address to Lord Napier, transmitting to him the inclosures therein referred to, which would enable his Lordship to show the American Government, if he deemed it expedient so to do, that certain grievances complained of as having been committed by Her Majesty's cruisers, especially that of Sagua, had been promptly attended to, and that any repetition of such excess of zeal, if in reality the boats of our cruisers had gone in to search vessels in that harbour, had been forbidden by Commander Vesey, the senior officer of Her Majesty's cruisers on the coast of the north side of this island.

Inclosure in No. 223.

Consul-General Crawford to Lord Napier.

(Extract.)

Havana, June 1, 1858.

I HAVE seen in the American papers within the last few days received here, that much agitation prevails in the United States in consequence of Her Majesty's cruisers employed for the suppression of the Slave Trade in these waters, having occasionally visited American vessels, and much importance seems to be attached to a complaint of a boat belonging to one of Her Majesty's ships having boarded some American vessels in the port of Sagua in this island.

It would be useless for me to state to your Lordship, as I nevertheless do, that the complaints which have been made to the United States' Government are much exaggerated, and that circumstances of an aggravating nature have been related which never occurred. The conduct of our naval officers, very unfavourably misrepresented in the statements which have reached the United States' Government, has been just the reverse of what the masters of the American vessels complain, to whom they have shown every courtesy in the performance of a disagreeable duty.

I have the honour of transmitting herewith to your Lordship a copy of a despatch* which I addressed to the Earl of Malmesbury, accompanied with copies of the inclosures to which it refers. Your Lordship will see by that despatch that as soon as the complaint reached me as to the alleged acts of the officer of the "Buzzard's" boat at Sagua, I obtained from Commander Vesey, the senior officer, an order for the boat to retire, and I learn from the Captain-General that as soon as the order reached the officer commanding said boat, he did retire, and that no more cause of offence has been given.

I must, however, advert to the abuse of the flag of the United States in carrying on the Slave Trade. Indeed, it is only under that flag that slave-trading in this island is carried on, and I am convinced that the Government, which appears to be so anxious to maintain the scruples of its people with regard to the exercise of the right of search, seeing that immunity has led to the prostitution of the flag of the American Union to the vilest purposes of slave-trading, to which Americans lend themselves illegally for the purpose of gain, will devise some enactment to put a stop to such practices under the American flag, as have been for some time going on in connexion with the Slave Trade, and which form a just cause of complaint on the part of all the nations which are pledged to the extinction of the Slave Trade.

Mixed as the flag of the United States is with this horrid Traffic, our cruisers can do but little good in its prevention, if every vessel that is fallen in with shows an American ensign, and is, consequently, to be exempted from examination, whether rightly carrying that ensign or not.

It therefore behoves the United States to maintain a fleet in these waters, with orders to visit and strictly examine all American vessels in order to detect such as are engaged in the African Slave Trade, and enforce the enactments against American citizens who engage in it, or are in any way connected therewith, extending the penalties to Americans connecting themselves with slave-trading in foreign countries.

No. 224.

Consul-General Crawford to the Earl of Malmesbury.—(Received July 3.)

My Lord,

Havana, June 9, 1858.

I HASTEN to lay before your Lordship a copy of a letter which I received from the Captain-General yesterday, and also a copy of my answer of the same date.

General Concha intimated to me, two or three days ago, his intention to restrict the limits of visit and search by our cruisers, and showed me the Spanish law which prescribes as a sort of "hovering distance," that of six miles from the coasts or cays; upon which I observed that that law would apply to revenue regulations, and that a suspicious vessel with contraband found on board would be liable to detention if found hovering within that distance, but that the British cruisers employed for prevention of Slave Trade would, I considered, be entitled to come wherever Spanish cruisers exercised the right of search, excepting always the ports and harbours, and within the range of the forts or batteries of

No. 219.

the coast, but that I presumed Her Majesty's cruisers would chase, drive on the shore, and there destroy any slave-trader, but that they would not land to capture the slaves on the Spanish territory, a duty which the authorities would be expected to perform; and that, for that purpose, in any such event our cruisers would endeavour to give the earliest notice possible to the local authorities; but that in the instructions issued to Her Majesty's naval officers, there were no limits prescribed than those which are mentioned in the Treaty.

By the "Devastation" I have forwarded a copy of his Excellency the Captain-General's communication, and of my answer thereto, to the Vice-Admiral Commander-in-chief of Her Majesty's naval forces in the West Indies.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No 224.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, June 8, 1858.

IN a communication which, on the 6th of last month, I had occasion to address to your Honour, in consequence of acts contrary to the Treaties and offensive to the national rights committed by the vessels of war of Her Britannic Majesty on the coasts of this island engaged in the suppression of the Slave Trade, I endeavoured to prevent in time the consequences which might result from a repetition of such acts, and in acknowledging the receipt you informed me that you would acquaint the Commander-in-chief of Her Britannic Majesty's naval forces in the West Indies; and in the meantime your Honour and the Commander of the "Styx," Senior Officer of the said cruisers on the North Coast of this Island, expressed to me that those excesses would be highly disapproved.

Subsequently I have received the legal proofs of the acts which gave rise to the said communication, and of the searches made within the cays, and in the territorial waters of this island, where only Spanish vessels of war can exercise such acts of jurisdiction over merchant-vessels, whether national or foreign, who, under such circumstances, might appeal to the authorities of the island, for the protection which is due to them against the exercise of such acts by the vessels of war of any other nation. Besides which, complaints have very justly been made, that in the examination and search of many vessels by the cruisers of Her Britannic Majesty, not only have the conditions of the existing Treaty of 1835 not been observed, and that they have forgotten all that is inculcated in the 3rd paragraph of Article IV, but that they have, without reason, fired cannons, with ball, at small and defenceless craft, who could not even think of eluding their persecution and visit, accompanying this with personal demonstrations as unjustifiable as they are contrary to the spirit of the Treaties, which so strongly recommend moderation, and the conduct which ought to be observed between friendly nations. Of all these acts which I have indicated to your Honour, I give a detailed account to Her Catholic Majesty's Government; but I persuade myself that with the knowledge of them, through you, the Commander-in-chief of Her Britannic Majesty's naval forces in the West Indies will give orders to observe in all things what is prescribed by the Treaty, in the examination and search of Spanish merchant-vessels outside the cays and territorial waters of the Island of Cuba, and that within these they will respect, as they ought, the senorial rights of Spain. The said Commander-in-chief may be assured that the authorities of the island, and the Commanders of Her Catholic Majesty's ships will proceed to examine and search every vessel suspected of being a slaver, which arrives at these coasts, and which might be taken for such by Her Britannic Majesty's cruisers; and in order the more to facilitate their vigilance beyond the cays and territorial waters of the island, I have given orders that inside of these, and upon all the coast, the greater part of the ships of war upon this station shall go out to cruise, in addition to the smaller forces destined especially for that service.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

Inclosure 2 in No. 224.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, June 8, 1858.*

I HAVE the honour of acknowledging the receipt of your Excellency's communication of this day's date. I have transmitted a copy to the Vice-Admiral, Commander-in-chief of Her Majesty's naval forces in the West Indies, and I shall, by the mail-steamer to-morrow, lay your Excellency's letter before Her Majesty's Government.

It is not for me to anticipate the conclusion which may be come to upon the question raised by your Excellency, as to the limits you consider should be prescribed to the British cruisers employed around this island, for prevention of the Slave Trade. The Treaty of 1835 designates the limits within which the search of British or Spanish vessels by cruisers of either nation may be exercised; any other than those would, I presume, be subject of special Convention between the High Contracting Parties.

I feel it my duty, however, to notice your Excellency's charges of non-observance of the 3rd paragraph of the IVth Article of the Treaty, by Her Majesty's cruisers, which I am not prepared to admit; but if there has been any want of formality in that respect, the matter will not escape the notice of the Commander-in-chief.

With regard to the useless display of force by discharging cannons, and with ball, at defenceless vessels, accompanying those by personal demonstrations unjustifiable and contrary to the spirit of the Treaties, such conduct is so derogatory to the character of British officers, that I must suppose any such complaint an unjust exaggeration, and an attempt to impose upon your Excellency.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 225.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, July 21, 1858.

I TRANSMIT to you herewith, for your information, a copy of a despatch from Mr. Buchanan, Her Majesty's Minister at Madrid,* stating that he had been informed by the Spanish Minister for Foreign Affairs, that the Spanish Government intended to increase their squadron in the Cuban waters.

I am, &c.
(Signed) MALMESBURY.

No. 226.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, July 31, 1858.

I INCLOSE, for your information, the accompanying correspondence, in copy and extract, which has passed between Her Majesty's Minister at Madrid and myself, on matters connected with the Cuban Slave Trade.†

I am, &c.
(Signed) MALMESBURY.

No. 227.

Consul-General Crawford to the Earl of Malmesbury.—(Received August 2.)

My Lord,

Havana, June 17, 1858.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General of Cuba, in consequence of a despatch which was addressed to Commander Vesey by Commodore Kellett, C. B., commanding Her Majesty's

* No. 176.

† Nos. 175 and 177.

ships and vessels at Port Royal, Jamaica, and, by the commander, communicated to me, embodying a list of Her Majesty's ships upon this station, the captains or commanders of which have been furnished with warrants for the suppression of the Slave Trade. And I have also the honour of laying before your Lordship a copy and translation of his Excellency's answer of this date.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 227.

Consul-General Crawford to the Captain-General of Cuba.

Havana, June 16, 1858.

I HAVE the honour of acquainting your Excellency that I have this day received a letter from Commander Vesey, of Her Majesty's steam-ship "Styx," which is as follows:—

"*'Styx,' off Havana, June 16, 1858.*

"In pursuance of instructions from Commodore Kellett, C.B., I have the honour to acquaint you, for the information of his Excellency the Captain-General of Cuba, that the captains of the ships named in the subjoined list are furnished with warrants for the suppression of the Slave Trade, and that all and any of them, in turn, may be employed on the coast of Cuba."

I hasten to communicate this information to your Excellency, and to subjoin a copy of the list of Her Majesty's vessels, the captains of which are furnished with the requisite papers under the Treaty for suppression of the Slave Trade, any or all of which vessels may be employed on the coast of this Island.

I have, &c.
(Signed) JOS. T. CRAWFORD.

List referred to in the above letter.

Name.	Guns.	Captain.	Name.	Guns.	Captain.
Indus	78	Captain Hay.	Basilisk	6	Commander Phayre.
Imaum	72	Commander Grant.	Buzzard	6	Commander Peel.
Cuba, schooner	..	Lieutenant Command- ing	Styx	6	Commander Vesey.
Tartar	20	Captain Dunlop.	Jaseur	2	Lieutenant Scott.
Leopard	18	Captain Wainwright.	Jasper	2	Lieutenant Pym.
Arachne	18	Commander Inglefield.	Forward	2	Lieutenant Davies.
Atalanta	16	Commander Pasley.	Skipjack	2	Lieutenant Murray.
Devastation . ..	6	Commander Wake.			

Inclosure 2 in No. 227.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, June 17, 1858.

I HAVE received your Honour's communication of yesterday's date, inclosing a list of the vessels of war of Her Britannic Majesty, authorized to cruize against the Slave Trade, and I say this to your Honour in reply thereto.

God preserve, &c.

(Signed)

JOSE DE LA CONCHA.

No. 228.

Consul-General Crawford to the Earl of Malmesbury.—(Received August 2.)

My Lord,

Havana, June 24, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 27th ultimo, in which your Lordship acquaints me that my letter to the Captain-General upon the subject of the Slave Trade operations at Guanimar, which I reported in my despatch of the 24th of February last, had your Lordship's high approval, and that you would be glad to be informed how it happened that a vessel known to have landed slaves in Cuba could have been subsequently claimed by parties in that island, without subjecting the parties claiming her to proceedings on the part of the Spanish authorities, on account of the transaction in which the vessel was engaged.

In answer, I can only state to your Lordship that such laxity on the part of the authorities must be attributed to their connivance in the slaving transaction. The vessel in question was found abandoned; she was claimed, as I understand, by the agents of the American underwriters of Boston and New York, who sold her as a "derelict." She turned out to be the brigantine "Crimea," and as there were no proofs that a cargo of slaves had been landed from her, there was no opposition to the claimants taking possession, and probably, the whole affair was in connivance with the slave-traders, as she was purchased by Lavandeira, who was, it is surmised, connected with her previous expedition to Africa.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 229.

Consul-General Crawford to the Earl of Malmesbury.—(Received August 2.)

(Extract.)

Havana, June 25, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 29th ultimo, transmitting copies of a despatch and of its inclosures from Her Majesty's Minister at Rio de Janeiro, containing information respecting certain proceedings in the River Plate, having reference to the Cuban Slave Trade.

Rivarozza and Salvador de Castro are both notorious slave-traders, and as such are known to the Spanish authorities. The latter has been under arrest, and on trial before the Royal Audiencia more than once, and he had, owing to that annoyance, resolved to leave the island, but I heard lately that either he or his son had returned to Trinidad.

However, unless the original letters, copies of which were obtained by Mr. Scarlett, were in the hands of the Spanish authorities, along with the account of sale referred to, and unless they could be proved against De Castro, they only serve to confirm what is notorious already with regard to his connexion with the Portuguese and Brazilian slavers.

No. 230.

Consul-General Crawford to the Earl of Malmesbury.—(Received August 2.)

My Lord,

Havana, July 1, 1858.

I HAVE the honour of inclosing herewith to your Lordship the copy of a letter which, on the 31st May, I addressed to the Captain-General, respecting a landing of slaves, which was effected about ten days previously, between Baracoa and Cape Maysi, from a vessel, ship or barque-rigged, which first landed a boat's crew to the eastward of Baracoa, who were captured, and after the landing of her cargo of Bozals at or near to Baracoa, which was effected through the agency of a certain Señor Moñés, she left another boat and boat's crew at Baracoa in the manner stated by me to his Excellency.

As yet I have not received any answer from General Concha, but he has verbally informed me that my information was incorrect, because the Lieutenant-Governor of Baracoa, who came on here by the coasting steamer "Pelayo," at the same time as Señor Moñés and the boat's crew referred to in my letter had informed his Excellency that no such landing took place; and even more, that it was impossible to have been the case, as in that part of the island there are no roads nor the means of subsisting the slaves.

He, however, admitted the fact of the arrest and detention of the boat's crew first landed, who, it was said, had come in search of provisions, and were left because they overstayed their time on shore.

I requested to know how it was that the other boat's crew that came on by the "Pelayo" had not been captured and examined. That, his Excellency informed me, he did not consider necessary, having the assurance of the Lieutenant-Governor that no such disembarkation had taken place.

But I can assure your Lordship that my information is perfectly true, and that this is only another of the many cargoes of slaves which have been introduced into this island by the most shameful connivance of the authorities.

I have no certain account of the number of Bozals landed upon the occasion referred to; but from the fact of the slaver being ship or barque-rigged, and her having two boats and boat's crews that she could spare, I estimate her at being over 300 tons, and that she must have brought at least 800.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 230.

Consul-General Crawford to the Captain-General of Cuba.

Havana, May 31, 1858.

I HAVE received information, upon which I can rely, that a cargo of slaves was landed between Cape Maysi and Baracoa about ten days ago; and I understand that a boat, with four men and one of the mates, which was sent on shore previous to the landing of the slaves, was seized by the Capitan de Partido.

The five men captured are Spaniards.

It is said that this cargo was brought by a vessel, ship or barque-rigged, and that the arrangements for landing the Bozals were made by an agent, a resident of Baracoa, with the Subdelegado de Marina.

It is also said that upon the process raised in consequence of the seizure of this slaver's boat and the capture of the boat's crew, it is made to appear that they had landed from a vessel engaged in lawful commerce, for the purpose of obtaining provisions, and that, having staid too long on shore, they were left behind; whereas the truth is that they landed to communicate with the agent in order to make arrangements for landing the Bozals from on board the slave-ship to which they belonged, and were part of her crew.

It is also said that another boat and boat's crew were left on shore by the same slaver, and the crew of that boat came on to this port of Havana by the coasting steamer "Pelayo," on board of which vessel they were hidden; because, having belonged to the slave-ship in question, they were afraid of detection.

The boat first seized is still detained, and the crew, I believe, are still prisoners.

I have also heard that the agent alluded to as having arranged the landing of this cargo of Bozals came on here by the "Pelayo," which arrived in this port on Saturday night last.

But I have no doubt that these important circumstances are already known to your Excellency; and I beg the favour of your informing me whether any of the Bozals landed from the ship I have mentioned have been captured by the officers under your Excellency's orders, and such other particulars as may be important for the information of Her Majesty's Government.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 231.

Consul-General Crawford to the Earl of Malmesbury.—(Received August 2.)

(Extract.)

Havana, July 1, 1858.

I HAVE the honour of reporting to your Lordship that Her Majesty's steam-ship "Devastation," bearing the broad pennant of first class, Commodore Kellett, C.B., arrived here on the 27th ultimo from Jamaica, and as the officer commanding Her Majesty's ships and vessels at this part of the West India Station, the Commodore has retired the cruisers

Z 2

from both sides of Cuba, that were employed for some time past in suppressing the Slave Trade.

In consequence of these orders, I lost no time in addressing Lord Napier, Her Majesty's Minister at Washington, acquainting his Lordship of this determination.

The most deplorable effects are to be anticipated from this measure, as well as from the immunity conceded to the American flag, since the door is thrown open for the slave-traders to carry on the Traffic to the extent they please to use the privileged flag.

And already from Cardenas and from Matanzas we hear of vessels in preparation—subscriptions going the round for slave-trading expeditions; and an impulse has been given to the detestable Traffic corresponding to the security with which those who engage in such adventures now calculate their gains.

Experience has shown that every cargo of slaves that reaches the shores of Cuba is landed. This is contrary to the law and to the Treaty; but we have yet to know that any one has been punished for such offences. In a country like this, it is impossible to obtain evidence to convict a slave-trader or his accomplices.

I do not abandon my assertion that it depends upon the Captain-General of Cuba to put an end to the Slave Trade, and to check the disgraceful venality of his subordinates, by practising an uncompromising severity towards those who lend themselves to connivance with desperate and demoralized slave-traders. But the Captain-General alleges that his authority is limited, and insufficient to deal with such offences, which are to be tried before the civil authorities of the Royal Audiencia, according to the Penal Law which was passed after the Treaty of 1835, as therein stipulated. That law is so defective, and its stipulations such as to be more a protection than a terror to those who come under its provisions, because they know that legal proofs cannot be obtained in this community to convict slave-traders or their accomplices.

In order to make the Captains-General of Cuba responsible for the suppression of the Slave Trade, they should be invested with power, gubernatively, to punish and degrade the inferior officers who implicate themselves in slave-trading, and besides, to fine, imprison, and send away from the island all slave-traders and their accomplices. And for the faithful performance of their duties in these respects, they should be held responsible, under penalty of removal from office and degradation of rank.

Could such an arrangement be made, your Lordship may be assured that there would be an end of slave-trading in Cuba; whilst, upon the other hand, under present circumstances, there is not the exercise of any check upon it, except the price paid for its impunity.

No. 232.

Consul-General Crawford to the Earl of Malmesbury.—(Received August 2.)

My Lord,

Havana, July 2, 1858.

I HAVE the honour of laying before your Lordship the copy of a letter which, on the 21st ultimo, I addressed to the Captain-General of Cuba, relative to the landing at Cardenas of 900 slaves, which took place a few days previous to the date of my denouncement.

I have not as yet received an answer from his Excellency; but, verbally, he has admitted to me the truth of the information.

The circumstances of this infraction of the Law and of the Treaty were of the most shameful nature. So large a body of slaves could never have been landed upon the wharf at Cardenas without the most audacious connivance of the Spanish authorities, and it is stated that they were sent off to the country duly provided with cedulas for their protection, which are to be purchased in Cardenas at from 1½ to 2 doubloons (5l. to 7l. 10s.) each.

I have reason to believe that these Bozals were landed from the Spanish ship "*Iberia*," commanded by the notorious Don Eugenio Viñas, and that Don Julian Zulueta is interested in the expedition, as to his estate the negroes proceeded from Cardenas, and the Captain-General informed me he had given orders to search for them there—a measure which I am confident will be productive of no other result than similar acts at other places exercised in connivance with the officers who are employed on such service.

I have, &c.

(Signed)

JOS. T. CRAWFORD.

Inclosure in No. 232.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, June 21, 1858.*

I HAVE been informed that a very large landing of Bozals has been effected lately in the port of Cardenas—the number stated is 900 ; and as I consider that it is impossible such infraction of the laws could take place without its being reported to your Excellency, I request that you will let me know, for the information of Her Majesty's Government, whether the intelligence which I have received is true, and such particulars as may have reached your Excellency upon this subject.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 233.

Consul-General Crawford to the Earl of Malmesbury.—(Received August 1.)

My Lord,

Havana, July 8, 1858.

THE impulse which has been given to slave-trading by the retiring of our cruisers from these waters, and more so because of its being known that the American flag will cover any species of cargo, has even exceeded what I had anticipated would be the effect of those measures.

From this port the expeditions have been numerous, as your Lordship will readily perceive by the following list of sailings and fitting out of vessels at this place, all under the American flag, within the last three weeks.

Sailed :—

Barque "General Green," 242 tons ; schooner "Austin," 132 tons ; barque "Lyra," 207 tons ; brig "Brothers," 142 tons.

Said to be fitting out :

Schooner "Fannie," 261 tons ; schooner "Zephyr," 77 tons.

Three or four more at Matanzas, and several at Cardenas, all American.

But if such be the activity displayed here in Cuba, how many more slavers will have been purchased and dispatched from the ports of the United States ?

Here in Havana there occurred, two nights ago, a transaction of the most audacious character committed by the slave-traders.

The brigantine "*A. C. Perkins*," 176 tons, under American colours, which reported inwards from Campeche on the 30th May last, was known to have landed a cargo of slaves, and that the entry inwards was a false one. She was entered outwards for San Thomas, and her clearance was refused at the United States' Consulate because of the information the Acting Consul had received of the previous voyage and her present equipment. It is said that 1,000 dollars were offered to Mr. Savage, the Acting Consul-General, for the "*A. C. Perkins*" clearance, but it was refused, and then the parties interested proceeded to take out of her the provisions and fittings for the slave-voyage, but were detected, and the launch that had them on board was seized by the coast guard at night. The next morning the vessel was discovered sunk, having been scuttled, and the master and crew had disappeared.

I propose sending a copy of this despatch to Lord Napier, at Washington, that should his Lordship think proper he may use the information it contains in showing to the United States' Government how the slave-traders are being aided and abetted by American citizens, and their flag prostituted to the vilest purposes.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 234.

Consul-General Crawford to the Earl of Malmesbury.—(Received August 14.)

(Extract.)

Havana, July 22, 1858.

I HAVE the honour of reporting to your Lordship that the barque "*Lyra*," which sailed from this port about ten days ago, under American colours, to be employed in the

Slave Trade, put into Key West, where she has been seized by the Collector of the Customs as a slaver.

The master is said to have abandoned the "*Lyra*," and made his escape, carrying with him the money (said to have been 30,000 dollars) put on board here for the purchase of her cargo of negroes.

The brigantine "*A. C. Perkins*," which was sunk in this harbour under the circumstances described in my last number, has been raised, and is hauled in to the wharf, undergoing investigation by the Spanish authorities, in combination with the American Pro-Consul.

Information having reached the Brigadier-Governor of Havana, Don José Ignacio Echavarría, that the American brig "*Nancy*," of 219 tons, was taking in her equipments, and was about to be dispatched to be employed in the Slave Trade, said vessel was seized in the night between the 16th and 17th instant, it is said in the moment of her having part of her slave-fittings put on board. The crew found in the vessel have been imprisoned, and the affair is undergoing investigation by the Spanish authorities.

A certain Señor Gerediaga, who has been extensively engaged in the Slave Trade at this place for some time past, has also been placed in confinement by these authorities.

Mr. Consul Forbes, of Santiago de Cuba, reports the sailing from that port of the brig "*Juliet*," under American colours, the 25th ultimo, bound for the Coast of Africa, to be employed in Slave Trade. She took 180 puncheons of water, marked "*Sta. Maria*," 150 barrels of biscuit, 50 barrels of pork, and 50 bags of rice, in the way of provisions, but was cleared as having a cargo of sugar and rum for Macao.

Mr. Vice-Consul da Costa, of date the 7th instant, reports the sailing of the American brig "*Rufus Soule*" from Matanzas, to be employed in the Slave Trade.

The American fore-and-aft-rigged schooner "*Castor*," about 263 tons, arrived at this port a few days ago from New York. She is, I hear, for sale; and being admirably adapted for Slave Trade, I presume she will be bought, and sent to the Coast of Africa to supply the place of some of those which have been captured.

No. 235.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, August 31, 1858.

WITH reference to your despatches of the 1st, 2nd, and 8th ultimo, I transmit to you herewith, for your information, copy of a despatch which I have addressed to Mr. Buchanan, Her Majesty's Minister at Madrid, upon the subject of the Cuban Slave Trade.*

I am &c.

(Signed) MALMESBURY.

No. 236.

The Earl of Malmesbury to Consul-General Crawford.

(Extract.)

Foreign Office, August 31, 1858.

I HAVE to acquaint you that I transmitted to the Colonial Office an extract of that part of your despatch of the 3rd of February last which relates to the facilities stated to be afforded by the American Consul, and by the small fishing-vessels at the Cayman Islands, to the Cuban slave-traders, and I requested that a searching investigation might be made with a view to ascertain what foundation there was for the reports in question.

Governor Darling is of opinion that the reports that have reached you on this subject are without foundation, and he considers it impossible that Mr. Eden, the American Consul at the Caymans, should have countenanced or have been engaged in Slave Traffic.

Governor Darling further states that the only case that could have given rise to such allegations is that of the American vessel "*Nehemiah Hand*" (or "*N. Hand*"), which occurred in 1856; and I have accordingly to desire that you will endeavour to ascertain whether it was the case of that vessel which gave rise to the rumours of Mr. Eden's proceedings, and those of the Caymans people, or whether there were other cases which may have led to the reports in question.

No. 237.

Consul-General Crawford to the Earl of Malmesbury.—(Received September 1.)

My Lord,

Havana, July 28, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 11th ultimo, and I am highly gratified by your Lordship's approval of the letter which I addressed to the Captain-General of Cuba respecting the two cargoes of slaves which were landed in the district of Bahia Honda.

I have received, with all due respect, your Lordship's determination with regard to what I suggested in my despatch of the 11th ultimo, would be necessary to put down the enormously increased Slave Trade, which is being carried on by, and in connection with, those engaged in the abominable Traffic here in Cuba, and that it is the duty of the Spanish authorities to put an end thereto; Her Majesty's Government not admitting for one moment that it is impossible for them to destroy that detestable and demoralizing Trade in human flesh, which continues to degrade the Spanish nation and people.

In obedience to your Lordship's instruction, I have sought and obtained an interview with his Excellency the Captain-General, and I have communicated to him your Lordship's despatch, which now engages my attention. I have pressed the necessity of the most stringent measures being adopted to guard against the equipment of vessels for the Slave Trade in Cuban ports, and also to prevent the landing of slaves on the coasts of this island; stating that whilst Her Majesty's Government acknowledges that the small squadron which his Excellency caused to be employed during the past year did good service in the suppression of the Slave Trade, they regret to learn that even that small force is no longer effective for the purpose on which it should be engaged.

I added that Her Majesty's Government could not for one moment admit that it is impossible to put down the Cuban Slave Trade. On the contrary, that if the Spanish authorities were in earnest in their endeavours to do so, and if proper measures were adopted and enforced for that purpose, it would be easy for them to effect that which the Brazilian Government had been able to do so under similar, or even more difficult circumstances.

I represented to his Excellency that the Brazilian Government, with a demand for slave-labour equalling, if not exceeding that in Cuba, with a coast to guard of greater extent and less inhabited than Cuba, had completely put a stop to the importation of slaves into that country, and that Her Majesty's Government would not believe that that which the Brazilians had accomplished could not be done by the Spanish Government, who have engaged by Treaty to put a stop to the Slave Trade, and are bound in honour to fulfil their engagement.

His Excellency seemed to be unwilling to admit that the difficulties of the Brazilian Government were at all equal to those with which he had to battle here in Cuba. He reiterated his determination of putting down the Traffic to the extent of his power and ability, but he expressed his conviction that its extermination was not possible, as every inhabitant almost viewed the Slave Trade as necessary to their prosperity, were favourably disposed to its continuance, and consequently would not assist the authorities in their endeavours to put an end to it by giving their evidence against those who might be detected in carrying it on.

I stated to his Excellency that I was well aware of the difficulty which had always been found in convicting those who were charged with slave-trading under the Penal Law, for want of proofs, as it was impossible to get the inhabitants to give their evidence in such cases; but that that exigency could be provided for by extraordinary powers conferred by Her Catholic Majesty's Government, and that, should his Excellency deem it expedient to apply for more ample authority to be used in such cases, such representation on his part would be earnestly supported by Her Majesty's Minister at the Court of Madrid.

General Concha having expressed a wish to have an extract from your Lordship's despatch, I did not hesitate in giving it him, which I trust will be approved by your Lordship.

I have, &c.

(Signed)

JOS. T. CRAWFORD.

No. 238.

Consul-General Crawford to the Earl of Malmesbury.—(Received September 1.)

(Extract.)

Havana, August 2, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 11th June, and its inclosures, with respect to the capture of the schooner "*Cortes*," which sailed from this port, under American colours, on the 14th of April last.

I have carefully read over the depositions of Antonio Flores, Antonio Perez, and Miguel Soler, who have described themselves, in their declarations before the Consul-General of the United States, as having been passengers on board the "*Cortes*."

I have also read the charter-party of the "*Cortes*," which purports to be an agreement for the freight of said vessel, made at this place, between Francisco Garcia, merchant, and James M. Durand, the master, on behalf of the owners, according to which the "*Cortes*" is engaged to proceed to Annabon with a cargo of lawful merchandize, and to return to a port in the Island of Cuba; the charterer having the option to send her to a port in the United States with a cargo of lawful merchandize, instead of Cuba, upon the same terms of remuneration.

The cargo shipped at Havana by Francisco Garcia is stated in the bill of lading, which is copied in these depositions.

I have the honour of reporting to your Lordship that the "*Cortes*" arrived here from New York on the 18th March last, consigned to Messrs. Herrera and Co. She came in charge of a person named Smalley, who, it was known here, had been commissioned to purchase and bring over here a slaver of suitable qualities. Mr. Smalley received 10,000 dollars for the "*Cortes*," which he took to the office of Herrera, giving the necessary directions for its being remitted to the United States; and Mr. Durand, possessing the confidence of the real owners of the slave-trading expedition, was substituted for the proper owner.

The concoction of the fictitious transfer to Durand, the charter-party, the bill of lading, and of all the other simulated papers, was confided to Don Antonio Cabarga, a wealthy ship-chandler, who had for his remuneration the furnishing of the stores put on board the "*Cortes*."

The clearance at the Custom-house agrees with what is stated on the copy of the bill of lading embodied in the depositions taken by the Consul of the United States, with exception of the iron kitchen, which no doubt was such as to have all the requisites and conveniences usual for a cargo of slaves.

I have diligently inquired, but I have been unable to learn anything whatever of Francisco Garcia, the charterer of the "*Cortes*," and the shipper of her cargo. There is no such merchant in the place.

The passengers, Don Juan Alberti, Don Manuel Vidal Perez, Don Miguel Soler, and Don Antonio Flores, all obtained their passports by certificates from the Comisario of the fifth district of this city, and are thus described:—

"Don Juan Antonio Alberti, native of Biscay, merchant, residing in the parish of Principe: does not know how to write his name.

"Don Manuel Vidal Perez, native of Corunna, merchant, residing in Pilar; does not write his name.

"Don Miguel Soler, a native of Egea, a cook, residing in Pilar; last from Key West.

"Don Antonio Flores, native of Valencia, a cook; last from Matanzas."

I consequently applied to the said Commissary of Police of the 5th District, requesting him to institute inquiry as to the means and position of said parties, who are stated to have had considerable sums of money with them on board the "*Cortes*;" and the result which he has reported to me is, that none of them possessed any property whatever.

It is remarkable that, both at the Commissary's office, and at the Passport Office, where I also made inquiry, Alberti and Perez, the two passengers described as being merchants, did not know how to write, and who, the Commissary states, were not possessed of any property whilst here, should have so suddenly, on board the "*Cortes*," have had such large sums of money as in their declarations they and Soler state were taken from them when captured by the "*Forward*," amounting to upwards of 20,000 dollars.

Mr. Alberti, however, it would seem, was able to write his name at the American Consulate, although he could not write at the Commissary's or the Passport Office.

I believe that Don Antonio Cabarga, who has been a prominent actor in this and other instances, to cover slave-trading under the American flag, is the holder of a power of attorney from Smalley, with instructions to claim, through parties in the United States, indemnity for the capture of the "*Cortes*."

The "*Cortes*," originally purchased for parties in Cuba to be engaged in the Slave Trade, was paid for, and as I have stated in another part of this despatch, the money, 10,000 dollars, remitted to the United States through Messrs. Herrera and Co.; there was no longer any American interest in that vessel, and she had no right whatever to use the flag—a fact of which Captain Durand was well aware; and if he acted as it is said by the mate he did when fallen in with by the "*Forward*," and made away with the American papers, he only did what was right in fact, whatever may have been his motives.

No. 239.

Consul-General Crawford to the Earl of Malmesbury.---(Received September 1.)

(Extract.)

Havana, August 3, 1858.

WITH reference to that part of your Lordship's despatch of the 11th of June, and consequent letter to the Admiralty, upon the subject of the representation made by the United States' Consul-General of this place to his Government, that American vessels in the port of Havana are subjected to a system of espionage and annoyance by the boats belonging to British cruisers, I proceed to give that representation the most positive denial.

I beg leave to lay before your Lordship the copy of a despatch and of its inclosures which I addressed to Commodore Kellett, at Jamaica, in answer to the inquiry as to the truth of the Americans' statement. And your Lordship will see by the return of Her Majesty's ships of war at Havana in 1857 and 1858, that none of our cruisers were in port for any period of time to permit the exercise or practice of such system of espionage, if it ever had been intended, or thought of.

Inclosure 1 in No. 239.

Consul-General Crawford to Commodore Kellett, July 28, 1858.

[See Class A, Inclosure 1 in No. 193.]

Inclosure 2 in No. 239.

STATEMENT of British Ships of War at Havana in 1857 and 1858.

[See Class A, Inclosure 2 in No. 193.]

No. 240.

Consul-General Crawford to the Earl of Malmesbury.---(Received September 1.)

(Extract.)

Havana, August 7, 1858.

I BEG leave to acquaint your Lordship that two of the vessels reported in my despatch of the 8th ultimo as fitting-out for the Slave Trade, viz., the "*Fannie*" and "*Zephyr*," have gone from hence to the United States; and the "*Castor*," mentioned in my despatch of the 22nd ultimo, has also cleared for New York with a cargo of sugar.

Her Majesty's Consul at Santiago de Cuba, of date the 21st ultimo, informs me that, about ten days before that, a barque called the "*J. W. Reid*," of about 350 tons, under American colours, arrived there from New Orleans with a cargo of provisions, which was landed, and another taken on board, as the Consul had learnt, consisting of 300 casks of water, 100 barrels biscuits, 20 casks rice, 20 barrels pork, and 16,000 feet lumber. The "*J. W. Reid*" having been fitted out by the same parties that dispatched the slaver "*Almeida*" to the coast the end of last year, and other circumstances of a suspicious nature, had induced Mr. Forbes to believe that she is intended to be employed in the Slave Trade; and I hasten to report the fact to your Lordship.

No. 241.

Consul-General Crawford to the Earl of Malmesbury.---(Received September 18.)

My Lord,

Havana, August 28, 1858.

I HAVE the honour of acquainting your Lordship that on, or about, the 20th instant, the United States' brig-sloop, "*Dolphin*," fell in with, off Sagua la Grande, and after a short chase came up with and captured, a slaver having 328 Bozals on board.

The "*Dolphin*," I understand, hoisted British colours, which she carried until the slaver, which showed the American flag, had been closed so as to preclude all chance of

CLASS B.

2 A

escape, and then she hauled down the British and ran up the colours of the United States.

The prize proved to be the brig "*Echo*," *alias* "*Putnam*," of New Orleans, and had mixed crew of Spaniards and Americans. The commander of the "*Dolphin*" has sent her to Charleston.

This, no doubt, is the same brig "*Putnam*" which cleared from this port the 8th February last for New Orleans, and which had previously landed a cargo of slaves on this island.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 242.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, September 21, 1858.

I HAVE received your despatch of the 28th of July, reporting a conversation which, in obedience to the instructions contained in my despatch of the 11th of June, you had held with the Captain-General of Cuba, respecting the equipment of vessels for the Slave Trade in the ports of Cuba, and the landing of slaves on the coasts of that island; and I have to acquaint you that I approve the language held by you on that occasion.

I am, &c.
(Signed) MALMESBURY.

No. 243.

Consul-General Crawford to the Earl of Malmesbury.—(Received October 2.)

My Lord,

Havana, September 1, 1858.

I HAVE the honour of acknowledging your Lordship's despatch dated the 21st July, transmitting, for my information, a copy of a despatch from Mr. Buchanan, Her Majesty's Minister at Madrid, stating that he had been informed by the Spanish Minister for Foreign Affairs that that Government intended to increase their squadron in the Cuban waters.

His Excellency the Captain-General, in a conversation I had with him a few days ago, adverted to the inefficiency of frigates, brigs, and the larger classes of steamers for the suppression of the Slave Trade, and observed that he was very desirous of having a number of gun-boats propelled by steam to be used on that service, but that, he believed, there were few or none of a suitable description in the Spanish navy.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 244.

Consul-General Crawford to the Earl of Malmesbury.—(Received October 2.)

My Lord,

Havana, September 3, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 31st July, inclosing, for my information, copies and extracts of correspondence which had passed between Her Majesty's Minister at Madrid and your Lordship on matters connected with the Cuban Slave Trade.

The prompt measures adopted here by Commander Vesey and myself respecting the affair of *Sagua la Grande*, and the disapproval by Her Majesty's Government of the acts of the officer in command of the "*Buzzard's*" boat at that place, could not but be sufficiently satisfactory to the Spanish Government.

I notice, however, in the extract from Mr. Buchanan's despatch dated Madrid 7th July, that M. Isturiz, when Mr. Buchanan gave him some extracts from my reports to your Lordship of the increase of the Slave Trade, had recourse to the old excuse of the complaints of Her Majesty's Government being founded on hearsay, my excessive credulity and the impossibility of preventing the introduction of slaves, &c.

The same causes operate here to frustrate the execution of the laws for the suppression of the Slave Trade, as in Spain the revenue laws are violated by valuable inducements proposed to, and accepted by, the preventive officers, and Mr. Buchanan was quite right in defending me by the proofs he had in hand, of my reports being generally acknowledged by the Captain-General as correct; and in refusing to admit the analogy between slaves and contraband goods.

I have often adverted to the insufficient authority of the Captain-General, and the effect of the penal law, as compelling him to leave the charges against infractors of that law and of the Treaty for suppression of Slave Trade, to be dealt with by the Royal Audiencia, before which tribunal—such is the constitution of this people—it is found to be impossible to convict offenders, because the necessary legal evidence can never be obtained.

In proof of this I may assert that, at this moment, there are prosecutions against certain very wealthy persons preferred by General Concha, which his Excellency believes would lead to their conviction and punishment, provided sufficient evidence can be adduced upon the trial; but the parties are hidden, or have absconded, and thus time will be given to buy off the witnesses, and get them out of the way when they are wanted.

But what has been effected by the Brazilian Government and authorities can easily be accomplished by the Spanish authorities in Cuba, and if this principle, which has been proposed by your Lordship, is insisted upon, and the Government of this island is made responsible for its being carried into effect, full powers being granted to the Captain-General for that purpose, there would be but little difficulty in the matter.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 245.

Consul-General Crawford to the Earl of Malmesbury.—(Received November 1.)

My Lord,

Havana, September 24, 1858.

I HAVE the honour of laying before your Lordship the copy of a correspondence which I have just had with the Captain-General of Cuba respecting a very extensive landing of slaves which has been effected lately between Cardenas and Sagua la Grande.

I have ascertained that the vessel was the American ship "*Haidee*," Whitney, master; that she fitted out and sailed from New York to a port in Spain, then to Gibraltar, and thence the master says (as he understood) on a voyage to St. Michael's, but that he found a Portuguese captain on board, whose name was Tomas, and a supercargo called Riera, who had the authority to alter the destination. Notwithstanding the American master's remonstrances the "*Haidee*" proceeded to the Coast of Africa, and at Quilongo, or, as the Americans of the crew call it, Chilango, they took in 1,145 Bozals, of whom 242 died on the voyage, thence to this island, and 903 were safely landed.

Your Lordship will observe, by the Captain-General's answer to my denouncement of this most glaring infraction of the law and of the Treaty, that he has sent an officer of the Court of Royal Audiencia to investigate the matter. Our experience of the results of such Commissions, on almost innumerable previous occasions, may warrant the conclusion that nothing whatever will be effected by the Oidor, and yet the Portuguese captain, the Spanish supercargo, and the American crew, all came on to Havana; the latter made their declarations before the Acting Consul-General of the United States, and the others are even now, I believe, very comfortably lodged at the house of a notorious slave-trader in this city: facts which prove either the absolute uselessness of the system of passports, which is so annoying to honest travellers and fair traders, or the facility with which the suspension of regulations, in other cases so rigidly enforced, is obtainable here by those who are engaged in slave-trading, for whose convenience and safety from arrest, the vigilance of the police, it would appear, can be relaxed at all times, and the transit of such a body as 903 Bozal negroes, from the place of their landing to the plantations, where, by a provision of the penal law, they are safe from capture, can be effected unseen by the local authorities, and this, too, my Lord, the infractors coming to the capital, and the slaves being landed and passed through a thickly-settled district of the island! a most perfect combination, how arranged it is not very difficult to imagine.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 245.

Consul-General Crawford to the Captain-General of Cuba.

September 17, 1858.

I HAVE received information, upon which I think I can rely, that a cargo of Bozal negroes (consisting of about 900), was landed about a week ago near Cardenas.

The vessel came to Cayo Blanco, and after landing her cargo of slaves went away, to fit out for another voyage. I understand that she was an American ship or barque, 450 to 500 tons measurement, which sailed from New York to a port in Spain, from whence she proceeded to the Coast of Africa, and there took in between 1,100 and 1,200 negroes, and that 240 of them died on the middle passage, as they were short of provisions and water.

The slaves landed were, as I heard, in very poor condition, and were hurried off at once to the plantations in the neighbourhood.

I shall be thankful to your Excellency for any intelligence which may have been obtained respecting this affair, for the information of Her Majesty's Government.

God preserve, &c.

(Signed)

JOS. T. CRAWFORD.

Inclosure 2 in No. 245.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, September 19, 1858.

I HAVE received the communication which your Honour addressed to me on the 17th of this month, acquainting me of the information which you had of a disembarkation of Bozals, recently effected in the jurisdiction of Cardenas.

For some days I have been cognizant of the occurrence stated by your Honour, and I have taken, and will continue to take, all the measures that may be necessary for inquiring into and punishment of same: and to that end have appointed an Oidor of this Real Audiencia to proceed to Cardenas, in order that he may take charge of the proceedings already commenced in the Jurisdictions of Cardenas, Colon, and Sagua, and from the result of his investigations I hope for a full exposure of this occurrence.

God preserve, &c.

(Signed)

JOSE DE LA CONCHA.

No. 246.

Consul-General Crawford to the Earl of Malmesbury.—(Received November 1.)

(Extract.)

Havana, September 25, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 31st August, transmitting, for my information, a copy of a despatch which your Lordship addressed to Mr. Buchanan, Her Majesty's Minister at Madrid, upon the subject of the Cuban Slave Trade.

It would indeed be most desirable that Her Catholic Majesty's Government should confer extraordinary discretionary power upon the Captain-General, to deal with those under his orders whose derelictions cannot be reached by the tribunal that is appointed to take cognizance thereof under the penal law.

No. 247.

Consul-General Crawford to the Earl of Malmesbury.—(Received November 1.)

(Extract.)

Havana, September 27, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 31st ultimo, in relation to that part of my despatch of the 3rd of February which had allusions to facilities which, it was stated, had been afforded at the Caymans to the Cuban slave-traders.

The inhabitants of the Caymans, as well as those of the Bahama Islands, it is well known, earn a great part of their livelihood in "wrecking;" and although the nature of that precarious industry may have given rise to the general estimate of their character as

lawless and unscrupulous, if there is any truth in that idea, it is, I believe, applicable to them only in the exercise of their dangerous and peculiar calling, as, from all I have heard, they hold slavery and the Slave Trade in the most utter abhorrence.

Still, as it had come from the Consul of the United States, who stated that it had been alleged in his office by Americans who came from the Caymans, and the Spanish Admiral, in a conversation which I had with him about the same time, threw out similar insinuations with regard to the little vessels of the Caymans, I deemed it my duty to notice the circumstance to your Lordship; and I have no doubt, as a result of this investigation, that, if ever the slave-traders again seek supplies or assistance at those islands such as was afforded to the "*N. Hand*," the American Vice-Consul, as a magistrate, will be careful more fully to investigate the matter than he seems to have done upon that occasion.

In obedience to your Lordship's instructions, I have endeavoured to ascertain whether it was the case of that vessel which gave rise to the rumours of Mr. Eden's proceedings, and those of the people of the Caymans, or whether there were other cases which may have led to the reports in question.

And I have the honour of reporting, that the Acting Consul-General of the United States, to whom I applied, informs me, that there is no record of any deposition at that Consulate having been taken, but that the master of an American vessel that was wrecked at the Caymans (whose name was Lealar) stated at that office what was reported to me by Mr. Consul-General Blythe, but that they do not know whether Captain Lealar had reference to the case of the "*N. Hand*," or to any others.

No. 248.

Consul-General Crawford to the Earl of Malmesbury.—(Received November 1.)

(Extract.)

Havana, September 27, 1858.

ON the 9th instant a large ship was towed into this port by one of Her Catholic Majesty's war-steamers, said to have been found abandoned at Cayo Sal on the Colorados, and having, by the state of her fittings, and whole appearance on board, the most sure evidence of her being a slaver, and of having recently landed her cargo of human beings from the Coast of Africa or the Mozambique.

Nothing whatever has as yet transpired, or has been published, with regard to this vessel by the Government here; but I am assured, by persons who ought to know, that said slaver is the Spanish ship "*Iberia*," 460 tons, which was built and fitted out by the notorious slaver Captain Don Eugenio Viñas.

There is no doubt that the cargo of slaves landed at Cardenas, and reported to your Lordship in my despatch dated the 2nd July, was from the "*Iberia*," and that they were taken away to various plantations from thence quite publicly.

No. 249.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, November 1, 1858.

I TRANSMIT herewith, for your information, a copy of a despatch which I have received from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda,* reporting that the American brig "*Charlotte*" had effected a clearance from the River Congo, with a cargo of slaves, and stating that the brig "*Putnam*" and ship "*Trovatore*" had also shipped cargoes of slaves from the neighbourhood of Kilongo during the month of July last.

You will communicate the substance of Mr. Gabriel's report to the Captain-General of Cuba.

I am, &c.

(Signed) MALMESBURY.

* Class A, No. 90.

No. 250.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, November 30, 1858

I TRANSMIT herewith, for your information, and for any observations which you may have to offer thereupon, copies of two despatches from Mr. Buchanan, Her Majesty's Minister at Madrid,* reporting what passed at conversations which he has had with the Spanish Minister for Foreign Affairs, upon the question of furnishing the Captain-General of Cuba, with additional powers for the suppression of the Slave Trade in that island.

I am, &c.

(Signed) MALMESBURY.

No. 251.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, December 17, 1858.

I TRANSMIT herewith, for your information, a copy of a Report from Her Majesty's Chargé d'Affaires at Rio de Janeiro to the Admiral commanding Her Majesty's naval forces on the Brazilian Station,† containing information respecting the Brazilian ship "Santo," which is reported to have been fitted out for the Slave Trade.

You will communicate to the Captain-General of Cuba the suspicions entertained with regard to the destination of this vessel.

I am, &c.

(Signed) MALMESBURY.

No. 252.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, December 27, 1858.

I TRANSMIT herewith, for your information, a copy of a despatch from Mr. Buchanan, Her Majesty's Minister at Madrid,‡ reporting what passed at a conversation which he had with the Spanish Minister for Foreign Affairs on the subject of the Cuban Slave Trade.

I am, &c.

(Signed) MALMESBURY.

No. 253.

Consul-General Crawford to the Earl of Malmesbury.—(Received January 3, 1859.)

My Lord,

Havana, November 30, 1858.

THE American barque "Ardennes," 234 tons, loaded at this port and cleared out at this Custom-house for the Coast of Africa, was refused her papers by the Acting Consul-General of the United States, because he had reason to believe that said vessel had been sold here to certain parties who intended her to be employed in Slave Trade. The "Ardennes" suffered several weeks' detention; but on the arrival here of Mr. Helm, the new Consul-General of the United States, he accepted bonds, for a considerable amount, that this vessel would proceed to an American port, and she sailed on the 15th instant.

I have, however, heard that the American master did not proceed in the vessel, but that she went to sea under the command of a person called Peletier, well known as a slave-trader, and it is therefore probable that the "Ardennes" may not call at an American port, but proceed upon her originally intended voyage to the Coast of Africa. She is painted black, with a large spread eagle on her stern painted white, has white lower masts and black mast-heads, not at all clipper or rakish-looking.

The American schooner "Enterprise," 109 tons, was detained under similar circumstances, but also was allowed her papers by the Consul, Mr. Helm, under bonds, and has sailed from this port, no doubt to be employed in the Slave Trade. The American brig

* Nos. 194 and 196.

† Class A, Inclosure in No. 200.

‡ No. 203.

"*Mianus*," 169 tons, has cleared out hence for Portland, United States, with so unusual a cargo, and chiefly consisting of rum, that I have strong suspicions of her also being intended for the Coast of Africa, to be engaged in the Slave Trade.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 254.

Consul-General Crawford to the Earl of Malmesbury.—(Received January 3, 1859.)

My Lord,

Havana, November 30, 1858.

I HAVE the honour of acknowledging the receipt of a copy of a despatch addressed to your Lordship by Mr. Gabriel, dated at Loanda the 25th of August last, showing the audacious manner in which the slave-traders at the River Congo still carry on their operations under the protection of the American flag.

The tricks detailed in that despatch as having been played by the American brig "*Charlotte*" do not at all surprise me. There is no deception to which those who engage in slave-trading will not have recourse; and the masters are instructed by their Spanish and Portuguese employers how they are to act upon such emergencies as they reckon may occur.

The "*Charlotte*" must have run her cargo safely, as I have not heard anything of her arrival on the coast of this island, nor have I heard anything of the "*Ellen*" or "*E. A. Chase*;" but the "*Venus*" and the "*Putnam*" are both accounted for in my previous despatches dated 31st ultimo and 28th August last.*

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 255.

Consul-General Crawford to the Earl of Malmesbury.—(Received January 3, 1859.)

My Lord,

Havana, December 1, 1858.

I HAVE to report to your Lordship that the port of Zarza, in the district of Sancto Spiritus, to the eastward of Trinidad, on the south side of this island, which some years ago was closed in consequence of the great amount of Slave Trade which was carried on there, is again declared open to foreign commerce from and after the 1st proximo; so that we may expect a repetition of such scandalous operations as we had to complain of formerly as having been practised by the rich and influential proprietors at that place, in carrying on the Slave Trade upon an extensive scale.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 256.

Consul-General Crawford to the Earl of Malmesbury.—(Received February 2, 1859.)

My Lord,

Havana, December 25, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated 1st November, transmitting, for my information, a copy of a despatch which your Lordship had received from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda, reporting the clearance from the River Congo of the American brig "*Charlotte*" with a cargo of slaves, and stating that the brig "*Putnam*" and ship "*Trovatore*" had also shipped cargoes of slaves from Kilongo during the month of July last.

In obedience to your Lordship's instruction, I shall communicate the substance of Mr. Gabriel's report to the Captain-General.

I beg leave respectfully to refer your Lordship to my despatch of the 30th ultimo, noticing Mr. Gabriel's report, and I have now to acquaint your Lordship that the "*Ellen*" has successfully landed her cargo in the district of Cardenas, and has been found aground

* No. 241; and Class A, No. 36.

in the Canal de los Barcos, with evident traces of having just got rid of her load of human suffering; some dead bodies of Bozals were found on board, and 50 odd were captured by the Captain of the Port of Cardenas on board a fishing-smack belonging to Don Francisco Torrens y Marti of this place, to which they had been transferred from the brig, either sold to Marti, or for the purpose of being landed.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 257.

Consul-General Crawford to the Earl of Malmesbury.—(Received February 2, 1859.)

My Lord,

Havana, December 27, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 30th ultimo, inclosing, for my information, extracts of despatches from Her Majesty's Consul at Mozambique, and from Captain Rigby, Political Agent at Zanzibar, relating to the shipment of slaves from the East Coast of Africa, destined for Cuba.

The "*Venus*" alluded to in Mr. McLeod's despatch, is doubtless the same vessel of that name which was captured and brought into this port, with part of her cargo of slaves on board; and as it appears that she had, previous to the 12th February, sailed from Lamoo with 800 Bozals on board, it is to be inferred that that cargo had been successfully landed somewhere here in Cuba, and the vessel had made another voyage to Africa, from whence she was returning when she was captured by the Spanish war-steamer, after her ineffectual attempt to land what must have been her second expedition.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 258.

Consul-General Crawford to the Earl of Malmesbury.—(Received February 2, 1859.)

(Extract.)

Havana, December 28, 1858.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch of the 30th ultimo, transmitting, for my information, and for any observations which I may have to offer thereupon, copies of two despatches from Mr. Buchanan, Her Majesty's Minister at Madrid, reporting what passed at conversations with the Spanish Minister for Foreign Affairs, upon the question of furnishing the Captain-General of Cuba with additional powers for the suppression of the Slave Trade.

The Penal Law, which was so reluctantly enacted, appears to have been framed expressly to operate as a protection to the planters, as it forbids the search of their estates, so that they are secure whenever the newly-imported African is incorporated with their working gangs.

The system of cédulas, invented by General Concha, if honestly carried out, would operate as a check, that is, if corruption was not so completely organized everywhere, and in everything, as to render useless those wise and beneficent laws which, if well administered, would conduce to the security and happiness of the inhabitants.

The power in such cases, by the Penal Law, is in the Royal Audiencia Pretorial, and it has been proved, times without number, that proofs to convict parties who are accused under the Penal Law in that tribunal, cannot be obtained.

Commission after Commission has been sent forth to investigate cases of slave trading—cases so notorious that every man, woman, and child at the place knew every circumstance, and yet the Commissioner has been unable to obtain any judicial evidence whatever as to what has occurred.

A Captain-General, invested with powers to remove, disgrace, and punish the Lieutenant-Governors and the subaltern officers of districts where it was ascertained that slaves had been landed, who would act promptly upon those powers, without distinction or favour, would soon put an end to the present system of wholesale corruption.

No. 259.

Consul-General Crawford to the Earl of Malmesbury.—(Received February 2, 1859.)

(Extract.)

Havana, December 29, 1858.

I BEG leave to lay before your Lordship a copy of a correspondence which I have had with the Captain-General of this island upon the subject of the most flagrant violations of the Law and of the Treaty for suppression of the Slave Trade which have lately, and for some time past, been committed in the district of Cardenas, almost publicly, and so conducted upon a scale that leaves little doubt, and warrants the conclusion, of the most scandalous connivance of the local authorities.

General Concha had recourse to the sending of a Commission to investigate them, and the estate of Zulueta was searched ineffectually. But what other result was to be expected. M. Zulueta, who was at his estate, was first ordered to present himself to the Lieutenant-Governor at Cardenas; this, of course, prepared him for the search and investigation. Thus the Magistrate found nothing, and could obtain no proofs whatever. And so I have been verbally informed by his Excellency the Captain-General; who added that his authority could go no further, and, indeed, did not warrant the steps he had taken in going upon the estate.

I have, however, good information of all that took place; and it is hardly possible to conceive the degree of demoralization and bribery, which is estimated for one cargo of some 900 slaves to have amounted to 200,000 dollars. The escort from the place of landing, through the country to the estate, it is reported to me, consisted of some 200 armed men, nearly all of them mounted. The slaves were furnished at once, on their being landed, with their certificates of baptism and their cédulas.

It was not, therefore, without reason, that I wrote to the Captain-General in the marked terms I did upon this occasion.

But your Lordship will observe that his Excellency has taken no notice of my charge of connivance of the local authorities; he rather appears to endeavour to make a merit of the capture of a few Bozals, to laud the zeal of his officer, when, in fact, I believe the captures he alludes to were slaves of yet another expedition,* the rest of which went away, he supposes, or has been so informed, but which, like the previous ones, were all safely landed, as I happen to know.

Those slaves, so furnished with baptismal certificates and cédulas, have been sold at from 755 dollars to 850 dollars each, and some few brought 55 ounces of gold, or upwards of 900 dollars each; thus leaving a large profit, notwithstanding the enormous sums expended in bribes and expenses incident to their being landed and rendered safe.

Inclosure 1 in No. 259.

*Consul-General Crawford to the Captain-General of Cuba.**Havana, December 14, 1858.*

I HAVE received intelligence, upon which I can rely, that another landing of about 700 Bozal negroes has taken place in the district of Cardenas.

The repeated disembarkation of slaves recently in that district, which it has been my disagreeable duty to report, is matter of serious complaint, upon which, in obedience to the instructions which I have from my Government, I am to remonstrate with your Excellency.

These scandalous infractions of the laws, both in regard to the landing of the slaves and their safe transit to the interior of the island, have been such as could hardly have taken place without the criminal connivance of the local authorities.

Fully informed as to the energetic steps which were immediately taken by your Excellency for the capture of those expeditions and detection of those concerned, I shall not fail, in giving an account to Her Majesty's Government of those affairs, to attribute the unfavourable results of these measures of your Excellency to the peculiar circumstances of this island, which require a more absolute power to be conferred upon your Excellency to act in such cases according to circumstances; viz., without being restricted by the

* Namely, brig "*Ellen*," which was found aground at Cayo Cinco Leguas, empty, but with traces of having but just landed her cargo of slaves, but this his Excellency does not tell me; she had 900 in all. See my despatch of the 25th instant.

enactments of the Penal Law, which, instead of giving fuller effect to the Treaty of 1835 for the suppression of the Slave Trade, is found to operate as a complete protection to the slave-traders and their accomplices.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 259.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.)

Havana, December 28, 1858.

LONG previous to the receipt of your Honour's communication of the 14th instant, I had information, through the local authorities of Cardenas and Sagua, of having been noticed in those waters a vessel which according to all appearances had negroes on board, and which was trying to disembark at different places on the coast; to impede which all the authorities were immediately active, and, on my part, I immediately gave orders for the sailing of the "Venadito" from this port in pursuit of the reported vessel, which was carried into effect the same night on which I received the first advice; and it unfortunately happening that this steamer having gone ashore, prevented her from continuing the service to which she was destined, the schooner "Cristina" was alone available, which had the good fortune to seize a launch with 61 Bozal negroes.

The Comandante de Marina of the port of Cardenas, on his part, left on the first intimation, in a boat, to reconnoitre the cays on which it might be suspected that such a landing might have taken place; and on one of them he perceived positive signs of it, which were presently confirmed by the finding three dead bodies of negroes who had recently died: so that there appears to be no doubt that if the expedition was disembarked there, it was likewise immediately re-embarked, either on account of its not being able to subsist, or from fear of the active pursuit manifested by the authorities; and all induces the belief that it may have been lost at sea or on the coast, taking for granted that its disembarkation could not be effected at any place, notwithstanding that the confidential particulars to which your Honour refers in your communication already cited may state to the contrary.

Subsequently, I have been informed that a remainder of that expedition, apparently lost, was disembarked on the shores of the Musulman; but instantly the Lieutenant-Governor and Alcalde Mayor, who were on an adjoining estate, occupied in watching and following up the same expedition, presented themselves, and the result was the re-embarkation of this remainder at the approach of the authorities, leaving in evidence of it, on retreat, five negroes in a very bad state of health.

I say this in answer to your Honour's communication of the 14th instant, referred to, being obliged to add, on my part, that if the result of the dispositions taken on this occasion has not been completely satisfactory, it is not certainly attributable to the local authorities, for they, as well as all the other public functionaries, have shown all the zeal, activity, and energy which the compliance with their respective duties demands of and imposes on them.

God preserve, &c.

(Signed) JOSE DE LA CONCHA.

No. 260.

Consul-General Crawford to the Earl of Malmesbury.—(Received February 2, 1859.)

My Lord,

Havana, December 31, 1858.

I HAVE the honour of laying before your Lordship a copy of a letter which on the 18th instant I addressed to the Captain-General of Cuba, requesting information as to the disembarkation of 1,000 Bozal negroes which I had been informed were then recently landed in the jurisdiction of San Juan de los Remedios, and also as to another which took place in the district of Cardenas on the 12th to 14th instant.

I have to report to your Lordship that without any reason to doubt the correctness of the information upon which I founded that application, I have not yet been favoured with any answer from his Excellency in reply thereto.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 260.

Consul-General Crawford to the Captain-General of Cuba.

Havana, December 18, 1858.

I HAVE received information that a cargo of upwards of 1,000 Bozal negroes have lately been landed in the jurisdiction of Remedios, on the estate Jucaro, belonging to Don Manuel Abreu, in Yaguajai, and that this disembarkation was effected with the knowledge of the local authorities.

I have also heard that another landing of Bozals has taken place in the district of Cardenas about the 12th to the 14th instant.

I have, therefore, to request that your Excellency will be pleased to acquaint me, for the information of Her Britannic Majesty's Government, with such of the particulars of these cases as may have reached this Government.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 261.

Consul-General Crawford to the Earl of Malmesbury.—(Received March 4.)

My Lord,

Havana, January 24, 1859.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 17th December last, transmitting, for my information, a report from Her Majesty's Chargé d'Affaires at Rio de Janeiro to the Admiral commanding Her Majesty's naval forces on the Brazilian Station, containing information respecting the Brazilian ship "*Santo*," which is reported to have been fitted out for the Slave Trade.

I shall, in obedience to your Lordship's instruction, communicate to the Captain-General here, the suspicions entertained with regard to the destination of that vessel.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 262.

The Earl of Malmesbury to Consul-General Crawford.

Sir,

Foreign Office, March 19, 1859.

I INCLOSE, for your information, a copy of a despatch from Her Majesty's Consul at Lagos,* reporting the capture of the slave-vessels "*Juliet*" and "*Dorado*," by Her Majesty's ships "*Archer*" and "*Sharpshooter*," and containing information respecting the Slave Trade in the Bights of Benin and Biafra.

I am, &c.
(Signed) MALMESBURY.

* No. 14.

SPAIN. (*Consular*)—*Porto Rico.*

No. 263.

Consul Hunt to the Earl of Malmesbury.—(*Received October 15.*)

(Extract.)

Porto Rico, September 25, 1858.

IN my despatch of the 7th January last,* I had the honour to inform your Lordship that the Spanish schooner "*Paquete*" had been seized in this harbour on the ground that she was fitted out with the necessary appliances for a voyage to the coast of Africa in search of a cargo of slaves, and that the master and crew had been imprisoned pending the proceedings instituted against them.

I now inclose to your Lordship a translation of the sentence recorded in the Supreme Court in this matter.

The delays of the Spanish forms of procedure have, in this instance, been instrumental in dealing out a certain measure of justice. All the individuals named in the sentence have suffered a considerable term of imprisonment, and the vessel, although now restored to the owners, has been hauled up alongside of the Arsenal for the last eight months.

I have the satisfaction to inform your Lordship that the seizure of the "*Paquete*," and the imprisonment of the master and crew, have had the effect of arresting the designs to renew the Slave Trade, which appeared to be suddenly entertained here some months since; and not only has no African from the coast been landed for some time past, but I do not anticipate that any further attempts to introduce slaves will be made under the existing state of things in Porto Rico.

Inclosure in No. 263.

Sentence.

(Translation.)

IN the criminal case instituted upon the suspicion that the schooner "*Paquete*," of Porto Rico, was fitting out at this port with the object of introducing in this island slave negroes from the Coast of Africa. It appears that, having examined the said vessel in consequence of the confidential communications which the Government of this island had, the result of this proceeding from the strong suspicions which were entertained of the criminal object with which the said vessel was fitting out, was a sufficient motive in itself for the present investigation. The result is, that the search having been made, and the most rigid investigations which were deemed advisable throughout the whole case having been made, the before-mentioned suspicions have not been confirmed, but neither is the innocence of the accused fairly proved. In conformity, therefore, with the proposal of the Ministerio Fiscal, M. Sandoral, being the Principal Judge, the accused José Carreras Juan Alcina, Rafael Robune, Juan Antonio de la Cruz, Antonio Bis. José Reinaldo, José Miguel Toribio, Bernardo Martinez, Juan Cabanillas and Juan Encarnacion de la Torre, are discharged, the expenses of the case for the present being declared official.

Return to Don José Carreras the sums deposited in the Treasury, as well as the vessel, and all other effects, for which the necessary communications shall be given. Make this resolution known to the President, and carry it into execution.

Porto Rico, August 9, 1858.

(Signed)

REGENTE.
MEDINA
SANDORAL
LINARES } *Oidores.*

(Authorized by the Notary of the Chamber.)

* Class B, presented 1858, No. 485.

No. 264.

Consul Hunt to the Earl of Malmesbury.—(Received March 4.)

(Extract.)

Porto Rico, February 12, 1859.

ON the morning of the 6th instant, I received a communication, stating that on the previous night a large barque with about 800 negroes from the Coast of Africa on board, had been run upon a point known as Candelaro, off the port of Humacao, at the east end of this island.

I immediately addressed a note to General Cotoner, conveying to him this intelligence, and I sought an interview as soon as he was visible. He informed me that the Spanish vessel of war "Hernan Cortez" had been despatched to Humacao, and that the vessel, crew, and cargo, would shortly be in his power.

From 800 to 850 Africans were landed, it is said, from this vessel, under all the distressing circumstances usual upon such occasions.

The crew, twenty-seven in number, have been taken into custody; but it is to be regretted that the master and two chief officers have not, hitherto, been captured. All the crew are in an emaciated condition, the provisions, it is stated, having been exhausted. Three of the number died on board.

The vessel is a large barque, with the name "*Majesté*" on the stern, and with the letter "T" painted in a conspicuous position on the bows. It is affirmed that she was fitted out at Cadiz. The majority of the crew are Spaniards.

She left the River Congo with 1,050 captives, and arrived at Porto Rico, after a voyage of thirty-four days. The mortality has been considerable, over 20 per cent. of the number shipped.

The point where the vessel was run aground is in the track of vessels sailing from Africa to Cuba, and as there was a scarcity of provisions on board, it was probably found to be impracticable to reach the intended destination. It could never have been seriously believed to be practicable to land such a large number of Africans in a place so thickly peopled as Porto Rico, without the knowledge of the authorities and of British Agents. That no provision was made, moreover, at Humacao, for the reception of the cargo, would appear to confirm this view.

The Government has issued a notice to all the landowners of the island indiscriminately, requiring them to send in returns of the extent of the lands held by them, the actual number of slaves in their possession, together with the number lost during the ravages of cholera in 1856, with a view to the distribution of the negroes among those planters most in need of hands.

In the apprenticeship of these negroes the precedents established in the Havana will, I am assured, be strictly followed.

No. 265.

The Earl of Malmesbury to Consul Hunt.

Sir,

Foreign Office, March 16, 1859.

I HAVE received your despatch of the 12th ultimo, reporting that a barque with upwards of 800 slaves on board, had been stranded off the port of Humacao, at the east end of the Island of Porto Rico, and that the slaves and crew had been seized by the Spanish authorities.

I have to desire that you will furnish me with all the information which you may be able to procure respecting the parties who may have been engaged in this transaction, and the steps that may be taken by the Spanish authorities for their punishment.

I am, &c.

(Signed) MALMESBURY.

SPAIN. (*Consular*)—*Teneriffe*.

No. 266.

Consul Murray to the Earl of Malmesbury.—(Received June 14.)

My Lord,

Teneriffe, April 27, 1858.

WITH reference to Mr. Acting Consul Parkinson's despatch of the 1st December, 1857,* reporting the arrival here and delivery over to these local authorities of the master and three men belonging to the Spanish barque "*Conchita*," transmitted by the Mixed Commission at Sierra Leone, for implication in the Slave Trade, I have the honour to acquaint your Lordship that these men have been acquitted and released by the Regent of the Court of Justice of the Canary Islands, and have proceeded to Spain.

I have, &c.

(Signed) HENRY JOHN MURRAY.

* Class B, presented 1858, No. 492.

TRIPOLI.

No. 267.

Consul-General Herman to the Earl of Malmesbury.—(Received April 19.)

My Lord,

Tripoli, April 5, 1858.

I HAVE the honour to acknowledge the receipt of the Earl of Clarendon's despatch of the 13th November last,* which, having been forwarded by mistake to Tripoli in Syria, only reached me three days ago, and transmitting copy of a despatch from Her Majesty's Consul-General at Algiers, commenting on a report made to me by Her Majesty's Acting Vice-Consul at Mourzuk, on the subject of the commercial relations at present in active operation between Ghat, Tuat, and the French settlements on the northern edge of the Sahara.

In reply I have the honour to state, that notwithstanding Her Majesty's Consul-General's explanation contravenes to a certain degree the correctness of Mr. Fremeaux's statement, I nevertheless continue to receive, not only from Mourzuk but from other parts of the interior, reports corroboratory of the facts therein stated; in fact, it was from the unvarying complexion of the reports in question, minutely circumstantial in detail, and bearing alike the impression, if not of positive truth, at least of extreme probability, coupled with the urgent representations of the Governor-General on the same subject, that at his request, under date of the 10th ultimo, I transmitted to the Earl of Clarendon a Memorandum on the new direction which the caravan trade of the interior has assumed.

I have, however, taken measures to determine more positively the facts of the case, the result of which, ere long, I hope to be able to report to your Lordship. In the meantime I will only take the liberty of observing, that the statement in Mr. Bell's despatch, that between Tuat and the Algerine tribes no commercial relations exist, is at variance with the works of several high French authorities, particularly with that of General Daumas, 'Sur le Grand Désert.'

I have, &c.
(Signed) G. F. HERMAN.

No. 268.

Consul-General Herman to the Earl of Malmesbury.—(Received April 19.)

My Lord,

Tripoli, April 9, 1858.

I HAVE the honour to transmit to your Lordship copies of two despatches I have received from Her Majesty's Vice-Consul at Bengazi, reporting the most flagrant infraction of the Firman prohibiting the exportation of slaves from this Regency, on the part of Zacky Pasha, late Governor of Bengazi, whose extraordinary conduct I had the honour to bring under the notice of the Earl of Clarendon in a despatch of the 23rd February last.

I have, &c.
(Signed) G. F. HERMAN.

Inclosure 1 in No. 268.

Vice-Consul Crowe to Consul-General Herman.

Sir,

Bengazi, March 22, 1858.

I HAVE the honour to report that three months ago a Turkish vessel, commanded by Captain Osman Bezsiada, left this port for Adalia, on board of which Mr. Acting Vice-

* Class B, presented 1858, No. 498.

Consul Xerri had strong suspicions that slaves had been embarked ; whereupon he immediately went to the Captain of the Port to ascertain whether his suspicions were well founded, to which the latter declared most solemnly that no slaves had been embarked ; and Mr. Xerri, moreover, desired the Custom-house officer to keep a strict look-out on the said vessel, and report to him anything which might lead him to suspect that slaves were on board or likely to be embarked.

The vessel, however, left this port without any report on the subject from that agent.

Last evening a Turkish vessel reached this from Canea, and authentic information has been received that Captain Bezsiada, owing to stress of weather, had been obliged to take refuge in the port of Luda, and that while at anchor the Pasha of Canea, who happened to be passing in his steamer at the time, was attracted by the cries of several slaves, who ran to the side of the vessel, and entreated his assistance. Whereupon the Pasha immediately boarded the said vessel, and liberated these unfortunate creatures, amounting to from 14 to 19 slaves (men and women), and who stated, upon being interrogated, that they had been embarked at Bengazi, by order of Zacky Pasha.

This is all the information I can obtain on the subject for the present, but I hope to be enabled to furnish you with further particulars in my next.

I have, &c.
(Signed) F. H. CROWE.

Inclosure 2 in No. 268.

Vice-Consul Crowe to Consul-General Herman.

Sir,

Bengazi, March 27, 1858.

I HAVE the honour to report that a vessel named the "Massemma," of which Captain Ali ben Argib is master, and the property of Zacky Pasha, leaves this port to-morrow morning for Constantinople, with the late Kaimakam on board.

As I had every reason to suspect, in consequence of information which I had received, that Zacky Pasha intended taking with him a number of negroes of both sexes, I immediately took the necessary steps to ascertain the correctness of the statement, and I lost no time in acquainting Mahmoud Bey of my suspicions.

Early this morning I was informed by a person whom I had requested to watch the proceedings of Zacky Pasha, that during the night three negroes had been embarked, and that at dawn of day another boat was seen to quit the shore with fifteen more. In consequence of which I called on Mahmoud Bey at 8 A.M., and requested him to give an order for the immediate disembarkation of all the negroes on board the "Massemma ;" but he replied that he could not comply with my request, as all the negroes on board were free, and that all, without one exception, had expressed their willingness to accompany Zacky Pasha to Constantinople. As this story, however, appeared to me very improbable, I requested his Excellency to allow me at least to go on board, accompanied by one of his officers, for the purpose of interrogating the negroes, and of satisfying myself whether what he had just told me was correct ; but here again I met with another refusal on his part, alleging as an excuse that Zacky Pasha's harem was on board ; and, finally, finding that all my endeavours to persuade the Bey to liberate the negroes were useless, I quitted the Castle, informing his Excellency that I should immediately report his extraordinary conduct to Tripoli, by a vessel which was on the point of starting for that port.

I have, moreover, another complaint to make against the Kaimakam, which is that of permitting, last evening, one of Zacky Pasha's cavasses to go to Dr. Nani's house, where a young liberated slave is in service, and of attempting, by means of threats, to induce her to join her brother, one of Zacky Pasha's slaves, whereupon I immediately sent for Dr. Nani, and ordered him not to give her up. I was not, however, so fortunate in saving her little brother (also liberated), and who was placed by this Vice-Consulate under the guardianship of an old woman, who was very fond of him, and always treated the poor little fellow like one of her own children ; for before I had time to protect him from the cruel clutches of these abominable slave-dealers he was seized and sent on board.

I insisted, when at the Castle this morning, that the little fellow should be given up to me ; but although Mahmoud Bey promised me that he should be sent to the Vice-Consulate, I have every reason to believe that his promises on this occasion will prove as valueless as his former ones.

I cannot help repeating that Mahmoud Bey's conduct on this occasion appears to me extraordinary and most inhuman: unfortunately I have not the power of preventing it as I would wish; but I feel confident that, before many weeks have elapsed, justice and humanity will meet out to him the punishment he so richly deserves.

I have, &c.

(Signed) F. H. CROWE.

P.S.—I have just been informed that the little negro has been restored to the old woman.

F. H. C.

No. 270.

Consul-General Herman to the Earl of Malmesbury.—(Received May 20.)

My Lord,

Tripoli, May 5, 1858.

I HAVE the honour to transmit to your Lordship copy of a despatch of the 5th ultimo, from Her Majesty's Vice-Consul at Bengazi, reporting further infractions at that place, through the culpable connivance of the local authorities, of the Imperial Firman prohibiting the exportation of slaves; and I regret to have to observe to your Lordship, from the causes exposed in the Memorandum on the subject which I had the honour in March last to address to the Earl of Clarendon, that unless more stringent measures are adopted by the Porte, every effort to repress further infractions, such as Mr. Crowe's despatch, reports will prove utterly abortive.

I have, &c.

(Signed) G. F. HERMAN.

Inclosure in No. 270.

Vice-Consul Crowe to Consul-General Herman.

(Extract.)

Bengazi, April 5, 1858.

WITH reference to my letter of the 22nd March last, acquainting you of the seizure by the Pasha of Candia of a number of slaves belonging to Zacky Pasha, of Bengazi, I have now the honour to inform you that, by a vessel recently arrived here from that port, intelligence has been received that the Pasha of Candia has had instructions from the Porte to dispatch, without loss of time, to Constantinople, the captain, vessel, and slaves, together with letters found on board addressed by Zacky Pasha to a friend of his at Constantinople, and which letters, it is said, will deeply compromise both Zacky Pasha and his friend.

I very much regret to have report to you, not only the connivance at, but the absolute Traffic in Slaves by the late Governor of Bengazi, Zacky Pasha, and that this horrible Trade has much increased of late. I have not failed to acquaint Mahmoud Bey of this, and have requested his assistance and co-operation in aiding me to suppress a Traffic so obnoxious to civilized nations, and so contrary to the feelings of humanity evinced by the Sultan himself with regard to it; but I much fear that unless strict and positive orders are sent from the fountain-head, that my poor endeavours for the suppression of Slave Trade in this district will prove but a fruitless task.

It is reported that from Ogela alone, a number of slaves, exceeding 100, have been sent overland to Alexandria, others leave this town in small numbers during the night, and are then collected at a point at some days' distance from this, and from their rendezvous they are then driven, like herds of cattle, to be sold in the towns of the Levant. All these transactions, however, are carried on with such caution and secrecy that nothing but the strictest surveillance of the police can detect them in time to avoid the evil.

Since my arrival at Bengazi, in two cases only, and that by mere chance, have I been able to prevent the exportation of 2 unfortunate slaves who, like the rest, were destined for the Levant; but these opportunities are of rare occurrence, and I opine that if the Porte earnestly wishes the abolition of Slave Trade she should, on the appointment of every new Governor, strictly inform him to carry those wishes into effect.

Consul-General Herman to the Earl of Malmesbury.—(Received June 10.)

(Extract.)

Tripoli, May 22, 1858.

WITH reference to my despatch of the 5th April last, in which I had the honour to report to your Lordship that I had taken measures to determine the precise nature of the commercial relations between Ghat and Algeria, I have the honour to transmit to your Lordship, 1st, the copy of a petition addressed to the Governor-General by some of the principal merchants of Ghadames and the Fezzan; 2ndly, copy of a despatch from Her Majesty's Vice-Consul at Bengazi. Both documents fully corroborate the truth of the report made to me some time ago by M. de Fremeaux, at Mourzuk, on the commercial relations between Ghat, Tuat, and the French settlements on the northern edge of the Great Sahara.

Inclosure 1 in No. 272.

Petition.

(Translation.)

To the Pasha of Tripoli, &c.

(After Compliments.)

WE have hitherto traded under the protection of the Sublime Government with every advantage possible. This trade has been chiefly with Nigritia, and our principal trade has been in slaves. An Imperial order has been sent to this country to put an end to it, which order has been put into execution, and, from the moment it reached us, not one of us has continued the Trade, which has stopped our bread, and we have been obliged to trade in other articles to gain our livelihood. We have obeyed your wishes and orders.

Notwithstanding which, slaves still arrive at Ghat from Nigritia in large numbers, and the Souf people and Shaambah from Algiers, have taken up this Trade largely, and convey the slaves to their own country, which we cannot do; in consequence of which we are unable to gain our livelihood, and are come to a standstill. Why? Because no one at Ghat will take our merchandize, as the Soudan merchants will only take merchandize in exchange for slaves; and not being able to deal in slaves, we cannot find any one to take our merchandize, and the Souf people, and Shaambah from Algeria, have merchandize and take slaves for it, whom they take to their country, where they sell them.

Moreover we have not been able to find out any means of getting our livelihood. We don't know whether the prohibition to deal in slaves is for us alone, or for everybody. To the Algerians a great commerce has sprung up, and we alone have been the sufferers. Five months ago a caravan with 500 slaves arrived at the frontiers of this province, when the news of the prohibitory Firman reached it, and sent it back to Ghat, where it arrived and where all the slaves were sold to the Algerines.

We request you to take up this matter, in order that the prohibition to deal in slaves may be universal, so that we may not be the only sufferers.

On this account we have ventured to present this petition, which we leave in your hands.

From your servants, merchants of Fezzan and Ghadames.

(Signed)

AHMED BEN MOHAMMED INIEN.

(And 16 others.)

Inclosure 2 in No. 272.

Vice-Consul Crowe to Consul-General Herman.

Sir,

Bengazi, May 3, 1858.

I HAVE the honour to report that Hadji Bulwefa, one of the principal merchants in Bengazi, informed me yesterday that he had received intelligence from Ghat, acquainting him of the arrival in that town, in the month of September last, of a large caravan, which was also accompanied by a number of French agents, natives of Algeria, and who had been sent there with a sum of 200,000 francs (8,000*l.*), for the express purpose of purchasing slaves.

It appears that their instructions are to select young slaves of both sexes, varying from the age of 15 to 20, which they purchase at the rate from 350 francs to 400 francs each slave.

Bulwefa further informs me that these agents were using their utmost endeavours to encourage the merchants of Ghat to carry on a trade with Algeria, and, moreover, that Ghouma, now a French subject, was to have proceeded to Twarck with presents, for the purpose of negotiating a Treaty of Amity with the Chiefs of that country. Such a policy, should a Trade with the interior of Africa be really in contemplation, may easily be conceived, as the rapacious and formidable tribes which infect that vast region of Twarck, would be naturally a great obstacle to a trade with Bornou and Timbuctoo, the two great emporiums for slaves and ivory.

Hadji Bulwefa hopes soon to be able to furnish me with further particulars on the subject, when I shall not fail to report the same for your information.

I have, &c.
(Signed) F. H. CROWE.

No. 273.

The Earl of Malmesbury to Consul-General Herman.

Sir, *Foreign Office, July 19, 1858.*
I TRANSMIT herewith, for your information, a copy of a despatch from Her Majesty's Chargé d'Affaires at Constantinople,* inclosing translations of two original letters, addressed by the Turkish Government respectively to the Governor-General of Tripoli, and the Kaimakam of Bengazi, directing them to co-operate effectually for the suppression of the Traffic in Negro Slaves.

I am, &c.
(Signed) MALMESBURY.

No. 274.

Acting Consul-General Reade to the Earl of Malmesbury.—(Received August 9.)

(Extract.) *Tripoli, July 20, 1858.*

I HAVE the honour to transmit to your Lordship translation of a despatch I have just received from Her Majesty's Vice-Consul at Mourzuk, by which your Lordship will perceive the great number of slaves that continue to arrive at Ghat, notwithstanding the late abolition of the Slave Trade in this Regency, which was the sole market in this quarter.

Where these slaves are taken to from Ghat may be surmised from the success of the caravan, composed of some Tuaricks as guides and several natives of the south of Algeria, mostly from Laghouat and its neighbourhood, which started on an expedition to Ghat in October last, as reported in Mr. Bell's despatch of the 29th April last.

A few days ago I was confidentially informed on good authority, that it was the immediate intention of the authorities in Algeria to enrol all the blacks they could obtain in the army of that province; that when purchased they were to be immediately manumitted, and that notices to this effect have been some time since dispatched to Central Africa, which will without doubt revive a considerable branch of the Slave Trade, which has apparently received its death-stroke from the late prohibitory firman.

This, my Lord, may account for the arrival at Cavar of the 700 slaves mentioned in M. de Fremeaux's despatch.

Inclosure in No. 274.

Acting Vice-Consul Fremeaux to Acting Consul-General Reade.

(Translation.)

Sir, *Mourzuk, June 26, 1858.*
I HAVE to report to you that the courier, with the usual mail from Tripoli, arrived here this week, and by it I have been informed of the departure of Colonel Herman.

* No. 285.

2 C 2

The most important news worthy of credit from the interior that has reached us from Ghat and Tibisti is the following:—

About a month ago a caravan passed Cavar with 700 slaves; they had arrived from Bornou, directed for Ghat; their leaders were several Tibboo dealers and Arabs.

The courier whom I had dispatched to Kouka met at Cavar another courier who had been sent by the Sultan of Bornou with the view of collecting information on the state of this country, but he having obtained from the former (courier) what he was ordered in his mission, they both proceeded on their way to Bornou.

The Tuaricks, of Air, have attacked the Uled Sleiman, and the Arabs with them, of the tribes of Giuari, in the neighbourhood of Bargu. In this obstinate encounter, it is reported that the Tuaricks lost a considerable number, and of the Arabs a very few saved themselves by flight.

From Soudan, about 60 slaves have arrived at Ghat, and other similar quantities were expected. This nefarious Traffic seems to be very much engaged in there (Ghat), especially by the Mezabi, Suafa, Sciaaba, and Tuati.

It is said that the French Government has prohibited, and prohibits, the Trade in Slaves in their possessions; but, notwithstanding this, I perceive that this infamous Traffic continues, and which I attribute either to a lack of vigilance, or to the connivance of the authorities of the interior in this respect.

I have, &c.

(Signed) GAETANO DE FREMEAUX.

No. 275.

Acting Consul-General Reade to the Earl of Malmesbury.—(Received August 9.)

My Lord,

Tripoli, July 20, 1858.

I HAVE the honour to report to your Lordship that I have been informed by several of the very Sheiks themselves that the Governor-General has levied an impost of a certain number of negroes upon the Governor of each district, as well as the Sheik of each tribe in this Regency.

The quotas of several districts and tribes have already arrived; those of one, numbering about 60, entered the town the day before yesterday, in the morning, on foot, being strongly fettered and dragged along by some of the Irregular Cavalry.

It has further been reported to me that mounted couriers have been, within the last day or two, despatched in all directions to hurry on the forwarding of those not yet sent in, which is accounted for by the daily expected arrival of a Government war-steamer from Constantinople.

Thus, my Lord, not only is the assurance given by the Ottoman Government that no negroes are conveyed to Constantinople by their steamers an evasion, the prohibitory firman rendered a mere fiction, but, as I have heard myself from numbers of the negroes themselves here, their former condition of bondage was far preferable to the present state of things, as they are hunted down and dragged away from their wives and children by those upon whom the above iniquitous impost has been levied.

I have, &c.

(Signed) R. READE.

No. 276.

Acting Consul-General Reade to the Earl of Malmesbury.—(Received September 4.)

My Lord,

Tripoli, August 16, 1858.

I HAVE had the honour to receive your Lordship's despatch of the 19th ultimo, transmitting translations of two Vizirial letters from the Ottoman Government to the Governor-General of Tripoli and the Kaimakam of Bengazi, directing them to co-operate effectually for the suppression of the Slave Trade.

Having, on the 25th June last, received an identical despatch with the same inclosures from Her Majesty's Chargé d'Affaires at the Porte, I lost no time in waiting upon his Excellency the Governor-General, who stated to me that he had already received and given effect to the Vizirial letters in question.

I moreover transmitted the necessary instructions to Her Majesty's Vice-Consuls in this district, and we are all now on the look-out that your Lordship's wishes, as well as the orders of the Ottoman Government, are rigorously carried out.

I have, &c.
(Signed) R. READE.

No. 277.

Acting Consul-General Reade to the Earl of Malmesbury.—(Received September 4.)

My Lord,

Tripoli, August 16, 1858.

A MOST flagrant and barefaced infraction of the late firman prohibiting the purchase and sale of slaves in this Regency having lately taken place at Bengazi, I do myself the honour to transmit to your Lordship copy of a despatch reporting it, which I received from Her Majesty's Acting Vice-Consul at that place.

There being a vessel on the point of departure, I, moreover, lost no time in reporting it to Her Majesty's Acting Consul-General in Egypt, in order to enable him to take such steps as might be deemed necessary there, in a despatch copy of which also I have the honour to inclose.

I then brought the case under the serious consideration of the Governor-General, with such success that his Excellency immediately sent Mahmoud Bey his recall, and hired a vessel expressly to take his despatch reporting the matter to his Government, and requesting the immediate despatch of another Kaimakam.

This prompt measure on the part of his Excellency the Governor-General, I have great hopes will be a good lesson in future to all the employés in this Regency.

I have, &c.
(Signed) R. READE.

Inclosure 1 in No. 277.

Acting Vice-Consul Cesario to Acting Consul-General Reade.

(Translation.)

Sir,

Bengazi, July 25, 1858.

I HAVE the honour to report to you that, on the 20th instant, I was informed by a negro that at the Mezsaha, about eight hours distant from this, a certain Ghaghila Binellum had taken by force his (the negro's) wife, a liberated slave, and for several days past had seized many slaves in that neighbourhood, assisted by two others of this town.

I immediately sent to his Excellency the Governor, to inform him of the fact, but no steps have been taken.

On the 25th, I was further informed that the said Ghaghila Binellum and his two companions had assembled a caravan of 42 slaves at the Cufia, two hours from this, which was to start next morning for Alexandria by land, and as Binellum came into town to prepare provisions for the journey, I heard that on that very night he had at his house a black strongly fettered and concealed, who was crying out all night, and who next morning was dispatched to Cufia in care of his companions.

I, for the second time, sent to inform his Excellency the Governor to seize the caravan, but he did not even think proper to give an answer to my dragoman, and thus it set off, after his Excellency had an interview of half-an-hour with Binellum at the Castle.

I have, &c.
(Signed) GREGORIO CESARIO.

Inclosure 2 in No. 277.

Acting Consul-General Reade to Acting Consul-General Green.

Sir,

Tripoli, August 4, 1858.

A MOST flagrant and barefaced infraction of the late firman prohibiting the purchase and sale of slaves in this Regency having lately taken place at Bengazi, and the parties concerned being on their way to Alexandria, I do myself the honour to transmit to you a

copy of a despatch reporting it which I have just received from Her Majesty's Acting Vice-Consul at Bengazi.

On the 25th last, I received from Her Majesty's Chargé d'Affaires at Constantinople translations of two Vizirial orders from the Porte to this Governor-General and Mahmoud Bey, Governor of Bengazi, strictly prohibiting the purchase and sale of slaves, in fact, the Slave Trade in any manner whatever, throughout this Regency, and particularly alluding to the Bengazi district.

These I presented to Osman Pasha, who stated that he had already received and given effect to both of them; consequently Mahmoud Bey must have received this order some time previous to the occurrence of the subject of this despatch.

I made a strong representation to the Governor-General, and have, moreover, reported the case to Her Majesty's Government, and Ambassador at the Porte; and as it is in direct opposition to the orders of the Ottoman Government, I have now reported it to you, in order to enable you to take such steps as you may deem necessary on the arrival of the caravan at Alexandria, or any other point in Egypt.

I have, &c.
(Signed) R. READE.

No. 278.

Acting Consul-General Reade to the Earl of Malmesbury.—(Received October 1.)

My Lord,

Tripoli, September 8, 1858.

I DO myself the honour to transmit to your Lordship translations of two depositions I have received from Her Majesty's Acting Vice-Consul at Bengazi, relative to the infraction of the firman prohibiting Slave Trade in this Regency, reported to your Lordship in my despatch of the 16th ultimo.

I have, &c.
(Signed) R. READE.

Inclosure 1 in No. 278.

Acting Vice-Consul Cesario to Acting Consul-General Reade.

(Translation.)

Sir,

Bengazi, August 23, 1858.

I HAVE the honour to inclose herewith copy of two depositions made by 3 slaves, and the Cavass Mohamed Boheit, in this Vice-Consulate, in the presence of two British subjects, relative to the affair of the slaves who had been seized.

I have, &c.
(Signed) GREGORIO CESARIO.

Inclosure 2 in No. 278.

Depositions.

(Translation.)

British Vice-Consulate, Bengazi, August 23, 1858.

RAMADAN, the slave of Hag Mohamed el Ghaneiri, married to one of his master's slaves named Mabruka, this day declared that the said Mabruka had been seized, during his return to town from the harvest, and that she was carried to the Mazraha, by Sgheid el Baruni and Abdallah Schiuscian, where there were many other slaves, who had been seized by Aghila Binellum.

(Signed) GREGORIO CESARIO,
Her Britannic Majesty's Acting Vice-Consul.

The slave of Mustapha el Hauat called:—

Hamdu, aged 24 years, married to the freed slave of Ibrahim Scialia, named Teineb, appeared personally this day (Saturday) the 21st of August, 1858, before me Gregorio Cesario, Her Britannic Majesty's Acting Vice-Consul and the undersigned witnesses, and deposed that his master Mustapha el Hauat had sent him, together with his wife, to

plough, and that during the course of last month, one morning, his master sent for him to town, and on his return to the ploughing, he did not find his wife, and that after much search he was told that Aghila Binellum and Mohamed Mahluf had seized her, and as he knew that these two individuals had seized some slaves in the neighbourhood of the Mazraha, he came to town and reported the fact to Mohamed Boheit, the Cavass.

Ibrahim Ittughorni, a free slave, aged 14 years, also appeared this day, and stated that last month he had been sent for by Aghila Binellum, who told him to go to plough with him, and after their arrival at Mazraha, he had fettered him, and carried him to a cave where 3 female slaves of Aghila Binellum and 3 others of Mohamed Mahluf were, when he left him with them, and went to the neighbouring tents and brought the wife of the above-mentioned Hamdu, with her arms tied behind her, and ropes on her mouth to prevent her from crying out; they then proceeded with them to the Marsh, travelling night and day, and whilst they were reposing in order to bring up some other slaves, they untied his hands, when taking advantage of the darkness of the night he ran away, and came to report to this Vice-Consulate what had happened to him.

Mohamed Boheit, a Cavass of this Vice-Consulate, stated that he had been sent by Her Majesty's Acting Vice-Consul to Mahmoud Bey the day after this report was made by the above-mentioned slaves, in order to inform him of the facts, and request him to take such measures as he might deem proper; that he proceeded to the Castle and informed his Excellency in person, of the report made by the slaves, word for word, and also give the names of the persons. His Excellency merely answered, Very well, very well. Two days afterwards the deponent went again to his Excellency, and informed him that at Cufia there were 42 slaves, who had been seized by Aghila Binellum and Mahomed Makluf, and another whose name he was not aware of, who were to start off next morning for Alexandria by land. This report was made by deponent to his Excellency in the presence of Abdullah Gaderbuk.

(Signed)

GREGORIO CESARIO,

Her Britannic Majesty's Acting Vice-Consul.

Witnesses :

(Signed)

GABRIELE VELLA.

GIOVANNI MEFSUD.

No. 279.

The Earl of Malmesbury to Acting Consul-General Reade.

Sir,

Foreign Office, October 12, 1858.

WITH reference to your despatch of the 16th August, I have to acquaint you that I approve the steps taken by you on learning that a flagrant infraction of the late firman prohibiting the purchase and sale of slaves in the Regency of Tripoli, had recently taken place at Bengazi.

I am, &c.

(Signed)

MALMESBURY.

No. 280.

Acting Consul-General Reade to the Earl of Malmesbury.—(Received October 14.)

My Lord,

Tripoli, September 28, 1858.

I HAVE the honour to transmit to your Lordship herewith, the translation of a despatch from Her Majesty's Acting Vice-Consul at Mourzuk, by which your Lordship will perceive the continuation of the Slave Trade in the Egyptian territory.

If, my Lord, it is desired to put an end to this branch of inhuman Traffic, the blow must be struck in Egypt, as outside the boundaries of this Regency the authorities here are totally powerless.

I have &c.

(Signed)

R. READE. ||

Inclosure in No. 280.

Acting Vice-Consul Fremeaux to Acting Consul-General Reade.

(Translation.)

Sir,

Mourzuk, August 7, 1858.

I HAVE the honour to report to you that during the course of last month a caravan arrived here from Egypt by way of Gelu composed of 75 Megebri, with about 150 camel-loads of the usual manufactures and other articles. Some of these dealers came to Mourzuk, and the others separated for several points of the province.

They are all bound for Ghat; the most part of them are of those who last year had the luck to carry off the 300 slaves mentioned in my report of the 31st December last, who, on their arrival in Egypt, were sold there, and I am assured that from this transaction the owners gained more than 100 per cent. In consequence of which the said Megebris intend to renew those operations.

The news from the interior are not worthy notice.

I have, &c.

(Signed)

GAETANO DE FREMEAUX.

No. 281.

Acting Consul-General Reade to the Earl of Malmesbury.—(Received October 14.)

(Extract.)

Tripoli, September 28, 1858.

I HAVE the honour to transmit to your Lordship herewith, an extract of a letter I have received from Her Majesty's Acting Vice-Consul at Mourzuk, by which your Lordship will perceive the continued arrival at Ghat of slaves, notwithstanding the late prohibitory firman with regard to this Regency.

Inclosure in No. 281.

Acting Vice-Consul Fremeaux to Acting Consul-General Reade.

(Translation.)

(Extract.)

Mourzuk, August 21, 1858.

I HAVE the honour to inform you that from Ghat it has been reported that several parties of slaves arrived there lately from Soudan, which were immediately sold.

TURKEY.

No. 282.

The Earl of Malmesbury to Mr. Alison.

Sir, *Foreign Office, May 4, 1858.*
 WITH reference to a despatch addressed by Lord Clarendon to Her Majesty's Ambassador at Constantinople, dated the 30th November last,* respecting the Slave Trade proceedings of the Governor of Massowah, I now inclose copies of two letters from the East India Company's Agent at Aden to the Secretary to the Government of Bombay, containing further information relative to the Slave Trade which is carried on from Massowah, and from other places on the African coast, and I have to instruct you again to urge the Ottoman Government to take steps to put a stop to this Traffic.

I am, &c.
 (Signed) MALMESBURY.

Inclosure 1 in No. 282.

Brigadier Coghlan to the Secretary to the Government of Bombay.

(Extract.)

Aden, March 6, 1858.

M. BARRONI, of Massowah, informs me that the Slave Traffic from that port increases daily, and that it includes some Christian slaves. M. Barroni adds that an Indian merchant, a British subject, is the agent of one Furrah Gesser of Hodeida, who is the owner of the slave-carrying boat.

M. Barroni applies to me for orders and authority, and expresses an anxious desire that I shall visit Massowah, but I have no vessel available for this long-projected trip, and no instruction of mine can effect the suppression of the Traffic in Slaves unless backed by the means of enforcing it.

Inclosure 2 in No. 282.

Brigadier Coghlan to the Secretary to the Government of Bombay.

Sir, *Aden, March 13, 1858.*

ON the 12th instant a deputation of the Elders of the Habr Tajala, Somali, arrived from Ain Tarad to report that, in fulfilment of the agreement which they made with me in October 1855, they had captured a buggalow carrying thirty slaves from Berbera, bound to Soor, on the Arabian coast. The buggalow, which was taken a few miles from Ain Tarad, is now detained at that port awaiting my orders.

2. To release these captives anywhere on the Somali coast would be again to consign them to slavery; I therefore dispatched the Honourable Company's schooner "Mahi" to receive charge of the buggalow and slaves, and to bring them to Aden.

3. I commended the Elders of the Habr Tajala for their faithful observance of Treaty, and I paid the hire (50 rupees) of a small buggalow which they had engaged to bring them to Aden; they returned in the "Mahi."

4. The Traffic in Slaves is active in this neighbourhood, but I have no means of suppressing, or even of interrupting it. It is said that there were 500 slaves collected at Berbera a few days ago. From Tajourra and from Massowah the traffic is regular and open.

* Class B, presented 1858, No. 524.

5. These facts are known to the senior naval officer, to whom I have proposed that Berbera shall be immediately visited; but before the "Mahi" can arrive there, it is probable the slaves will have been sent away.

I have, &c.
(Signed) W. M. COGHLAN.

No. 283.

Mr. Alison to the Earl of Malmesbury.—(Received May 14.)

My Lord,

Constantinople, May 5, 1858.

WITH reference to my previous despatches to your Lordship's office on the subject of the importation of slaves from Tripoli by the "*Feizi Bahri*," I have the honour to inform your Lordship that I have made further communications on that subject to the Porte, in consequence of a more recent despatch from Colonel Herman (dated the 22nd February), sent to your Lordship's office, and that I have received the answer inclosed in translation.

I have, &c.
(Signed) C. ALISON.

Inclosure in No. 283.

Memorandum.

(Translation.)

I HAVE made myself acquainted with your communications on the subject of the conveyance from Western Tripoli by the Naval Department of a party of negroes, both male and female.

As it is superfluous to explain, the provinces of Tripoli and Tunis were of old attached to the Naval Department for the performance of the naval services required by the Sultan's Government, and a naval division was formerly available at each of those places respectively.

The Naval Division furnished by Tripoli was recently given up, and in lieu of it, as is the case with the other provinces of the Empire, a number of recruits, sufficient for the annual wants of the Marine Service, was substituted.

It was in this way that a certain number of recruits for that branch of the service was brought up for this year also from Tripoli. If they were levied without the usual process of casting lots, it is because the military institutions of the Empire have not yet been fully applied in that province.

We are convinced that, in accordance with the sentiments of fairness and justice which characterize you, you will acknowledge that it is not right to look upon these persons as slaves, and we have taken this opportunity of making you acquainted with the state of the case.

May 4, 1858.

No. 284.

Mr. Alison to the Earl of Malmesbury.—(Received June 4.)

(Extract.)

Therapia, May 21, 1858.

IN pursuance of the instructions contained in your Lordship's despatch dated the 4th May, I have obtained from the Porte a Vizirial letter addressed to the Governor-General of Jeddah, and inclosed in translation, directing his Excellency to put a stop to that Traffic within the pale of his jurisdiction.

Inclosure in No. 284.

Vizirial Letter addressed to the Governor of Jeddah.

(Translation.)

IT has been reported from various quarters that black slaves are just now being bought and sold in the neighbourhood of Massowah, in violation of the prohibition laid on them.

As it is superfluous to inform your Excellency, Traffic in such an article is absolutely prohibited by His Majesty's Decree; and as contravention to it will give rise to trouble, that prohibition is confirmed; and you will be good enough to prevent the sale and purchase of black slaves in the countries under your jurisdiction.

No. 285.

Mr. Alison to the Earl of Malmesbury.—(Received June 18.)

My Lord,

Constantinople, June 7, 1858.

I HAVE the honour to inclose translations of two Vizirial letters respectively addressed to the Governor-General of Tripoli and the Kaimakam of Bengazi, containing stringent orders to them to co-operate effectually for the suppression of the Traffic in Negro Slaves.

Zebree Pasha, the late Kaimakam of Bengazi, who is just now at Constantinople, is under trial, both on account of his participation in this nefarious Traffic, and for other matters laid to his charge during his administration of that district.

I have, &c.

(Signed) C. ALISON.

Inclosure 1 in No. 285.

Vizirial Letter addressed to the Pasha of Tripoli.

(Translation.)

18 Shevaal, 1274.

INFORMATION has been received from some quarters that latterly the Traffic in Slaves has been renewed in the neighbourhood of Bengazi. It is superfluous to observe that the Traffic in Slaves has been strictly prohibited by an Imperial Decree, and that an Imperial Order and a Firman abolishing it have been published. As the sanctioning of the continuation of this Traffic will necessarily entail responsibility and trouble, your Excellency is requested, with your well known intelligence, to use with zeal your constant efforts in order to obtain the efficacious means of carrying into effect anew the prohibition that no person should purchase and sell slaves in the districts under your government.

Inclosure 2 in No. 285.

Vizirial Letter addressed to the Kaimakam of Bengazi.

(Translation.)

18 Shevaal, 1274.

ALTHOUGH the Traffic in Slaves is prohibited throughout the Ottoman dominions, it has been ascertained from some quarters that latterly negroes have been bought and sold in the neighbourhood of Bengazi. As the continuation of this Traffic is, therefore, in contravention of the basis of the prohibition, it cannot be permitted, and as it is also the first and principal duty of Government officials to do away with this state of things, prohibited by Imperial Decree, you will proceed forthwith to take proper and efficient measures that no slaves be bought or sold in future in the neighbourhood of Bengazi.

No. 286.

Mr. Alison to the Earl of Malmesbury.—(Received June 25.)

My Lord,

Constantinople, June 11, 1858.

I HAVE omitted to forward in my despatch of the 7th instant, copy of an official note I addressed on the 7th to the Acting Minister for Foreign Affairs, to thank his Excellency for the promptitude with which he moved the Porte, at my request, to renew the Vizirial orders to its authorities at Tripoli and Bengazi for the suppression of the Traffic which seems still, unfortunately, to exist in that Regency.

2 D 2

The just approbation of your Lordship's office, of the efforts made in the Province of Bagdad for the suppression of the Slave Trade, has the effect of leading the Porte where it will not be driven.

I have, &c.
(Signed) C. ALISON.

Inclosure in No. 286.

Mr. Alison to Mahmoud Pasha.

Sir,

Therapia, June 7, 1858.

I THANK your Excellency most cordially for the Vizirial letters to Tripoli, repeating the instructions of the Porte against the Traffic in black Slaves. I am not insensible to the difficulties attendant upon the abrupt abolition of a practice of long standing in Turkey, as well as in other countries; and I am persuaded that Her Majesty's Government, in full reliance on the benevolent intentions of the Sultan in this respect, will render full justice, in the long run, to the laudable efforts of His Majesty's Ministers in the cause of humanity.

I have, &c.
(Signed) C. ALISON.

No. 287.

The Earl of Malmesbury to Sir H. Bulwer.

Sir,

Foreign Office, October 12, 1858.

MR. READE, the Acting British Consul-General at Tripoli, informed me in a despatch dated 20th July last, that he reported to you that the Governor-General of Tripoli had levied an impost of a certain number of negroes upon the Governor of each district, as well as upon the Sheik of each tribe in that Regency, and that it was supposed that these negroes would be conveyed in a Turkish war-steamer to Constantinople.

Your Excellency will inform me whether you have taken any, and what steps in this matter.

I am, &c.
(Signed) MALMESBURY.

No. 288.

The Earl of Malmesbury to Sir H. Bulwer.

Sir,

Foreign Office, October 12, 1858.

MR. READE, Acting British Consul-General at Tripoli, states that he has forwarded to Her Majesty's Embassy at Constantinople reports upon the subject of a flagrant infraction of the firman prohibiting the purchase and sale of slaves in the Regency of Tripoli, which took place a short time since at Bengazi; and I have to desire that your Excellency will inform me what steps you have taken in this matter.

I am, &c.
(Signed) MALMESBURY.

No. 289.

Sir H. Bulwer to the Earl of Malmesbury.—(Received November 22.)

My Lord.

Constantinople, November 9, 1858.

I HAVE urged upon the Porte the necessity of strict orders being issued, both to the authorities at Massowah and those of Tripoli, for the better observance of the Sultan's firman relative to the suppression of the Slave Trade; and I have received from the Grand Vizier distinct assurances that renewed injunctions to that effect would be transmitted to the proper quarters.

I have, &c.
(Signed) HENRY L. BULWER.

No. 290.

Sir H. Bulwer to the Earl of Malmesbury.—(Received November 23.)

My Lord,

Constantinople, November 12, 1858.

WITH reference to your Lordship's despatches of the 12th ultimo, I have the honour to transmit herewith to your Lordship a Report addressed to me by Mr. Etienne Pisani, stating, on the authority of Fuad Pasha, that the negroes embarked at Tripoli, whom Mr. Acting Consul-General Reade supposed to be slaves, were destined to serve as marines in the Turkish navy.

This statement is confirmed by Admiral Sir Adolphus Slade.

I have, &c.

(Signed) HENRY L. BULWER.

Inclosure in No. 290.

Mr. Pisani to Sir H. Bulwer.

Sir,

Pera, November 11, 1858.

IN obedience to your Excellency's instructions, having spoken to Fuad Pasha of the flagrant infraction of the firman prohibiting the purchase and sale of slaves in the Pashalic of Tripoli, his Excellency promised to give stringent and categorical instructions to the new Governor of Tripoli, who is still here, and that he will communicate a copy of them to the Embassy.

With reference to the late Governor of Tripoli having levied an impost of a certain number of negroes upon the Governor of each district, as well as upon the Sheikhs of each tribe in the Regency, and that it is supposed that those negroes would be conveyed in a Turkish war-steamer to Constantinople, Fuad Pasha, after communicating on the subject with the Arsenal, desired me to state to your Excellency that the negroes alluded to have been levied, by order of the Government, for the use of the Arsenal; that they have already arrived here; and that they have been enlisted in the Regiment of Marines.

I have, &c.

(Signed) ET. PISANI.

No. 291.

The Earl of Malmesbury to Sir H. Bulwer.

Sir,

Foreign Office, November 30, 1858.

I TRANSMIT to your Excellency herewith copies of a despatch and its inclosure, from the Acting British Consul-General in Tripoli, and also a copy of a despatch which I have addressed to Her Majesty's Acting Consul-General in Egypt, relative to the Trade in African Slaves, which is carried on in the Egyptian territories;* and I have to instruct your Excellency to call the attention of the Government of the Porte to this matter.

I am, &c.

(Signed) MALMESBURY.

No. 292.

The Earl of Malmesbury to Sir H. Bulwer.

Sir,

Foreign Office, November 30, 1858.

I RECENTLY received from your Excellency a despatch dated the 9th instant, informing me that distinct assurances had been given to you by the Grand Vizier that renewed injunctions would be transmitted by the Porte to the Turkish authorities at Massowah and Tripoli, for the better observance of the Sultan's firman relative to the suppression of the Slave Trade.

It is with pain that I have now to call your Excellency's attention to facts showing how utterly the Sultan's firman and the injunctions of the Porte are disregarded.

* Nos. 280 and 303.

The conduct of the Governor of Massowah, as represented in letters received by the Secretary of State for India, proves beyond doubt that unless measures of a stringent character are adopted by the Turkish Government, the assurances of the Porte that they are sincere in their desire to act up to the promises made to Her Majesty's Government cannot be relied on.

Your Excellency is aware that the Traffic in human beings is abhorrent to the feelings of this country; that the indignation of the British people at its continuance has been expressed in terms which show how deeply rooted is that sentiment; and the efforts made by England for its suppression have excited throughout the world a sympathy which has led to a nearly universal declaration from foreign countries that Slave Trade should not be permitted.

In the face of this declaration from the Turkish Government, the Ottoman Governor of Massowah stated to the British Vice-Consul at that port:—

“If the English nation endeavours to stop the Slave Trade, the country will rise, and I shall be obliged to support the rebels, thus following the maxims and precepts of our religion; and if you, Mr. Barroni, continue to take steps to prevent and hinder the sale of slaves, you must bear in mind that the massacre of June last at Jeddah, will be repeated here.”

Such is the manner in which the Sultan's firman and the injunctions of the Turkish Government are obeyed and acted upon by Turkish officials; and such is the language which a Turkish Governor has held to a British Agent.

I cannot permit myself to believe that the Turkish Government will view the conduct of their Governor in a different light to that in which it is held by Her Majesty's Government; but it is impossible for Her Majesty's Government to tolerate such proceedings, and they feel justified in calling upon the Porte to dismiss at once, and publicly, a functionary who sets at naught the orders of his own Government, and also while doing so insults and threatens a British Agent.

The affair at Jeddah, to which the Governor alluded, might at least have proved to him that England has not only the will but the power to redress her wrongs; and your Excellency will lose no time in making a suitable representation on this subject to the Turkish Government.

I am, &c.
(Signed) MALMESBURY.

No. 293.

Sir H. Bulwer to the Earl of Malmesbury.—(Received December 17.)

My Lord,

Constantinople, December 2, 1858.

I HAVE the honour of transmitting to your Lordship a translation of a letter which at my request, the Grand Vizier has recently addressed to the Governor of Tripoli, renewing and enforcing the Porte's instructions prohibiting the Traffic in Blacks.

A copy of this important document has been forwarded to Her Majesty's Acting Consul-General at Tripoli.

I have, &c.
(Signed) HENRY L. BULWER.

Inclosure in No. 293.

Vizirial Letter addressed to the Pasha of Tripoli West.

AS your Excellency is well aware, the conveyance to His Majesty's States of black slaves, and their sale therein, has been altogether prohibited by a positive decree of His Majesty, and special instructions have been repeatedly issued in that sense to those whom it concerns. The maintenance of this prohibition was considered essential, and all Governors and officers of His Majesty were positively and strictly enjoined to that effect by an Imperial Firman.

Tripoli in the West being a Mediterranean outlet for black slaves, an Imperial Firman was specially sent there, ordering that stringent steps should be taken for preventing such slaves as might be brought down to the coast from going anywhere else; that this absolute prohibition of the Slave Trade should be proclaimed to all slave-dealers, whether residing within the province, or scattered in the interior of Africa; that should, in future, any slaves again reach Tripoli their sale is not to be permitted even within the province,

the slave-dealers in charge of them are to be immediately compelled to emancipate them, and they are to be declared and made free. But as sending emancipated slaves back to their country would be, in fact, exposing their lives to danger, this is not to be allowed; they must be placed in suitable situations or houses, and means of subsistence are to be provided for them. Although depriving slave-dealers of their slaves is, in itself, a species of punishment, it must be progressively increased, and punishment according to law is to be inflicted on them in proportion to the repetition.

Ships with slaves coming to the coasts or the islands of the Mediterranean are to be confiscated on account of Government, their masters are to be imprisoned, and the case is to be reported here. Commanders of His Majesty's vessels cruizing in the Mediterranean are to pay the greatest attention to this matter, and to seize such Ottoman men-of-war as they may meet carrying slaves.

The above clause of emancipation is to apply only to such slaves as may be brought by slave-dealers. The emancipation of such black slaves as are of old in the hands of everybody in Tripoli is naturally left *in statu quo*, and dependent on the will of their masters; but as their sale and purchase by auction cannot in future be permitted, this part of the question was to be settled in a manner acceptable to humanity and the calls of generosity.

Considering that it is the first duty of all public functionaries to provide the means for earnestly putting in practice and maintaining the above prohibition proclaimed by a special order of His Majesty, that Tripoli being a Mediterranean outlet for slaves it is necessary to pay more care and attention to the provisions of the above resolutions there than anywhere else, and that the Sublime Porte expect from your intelligence that you will hasten to enforce His Majesty's decrees; I have written you this friendly letter in hopes that you will bestow all your attention and care to devise and prepare the most effectual means for preventing radically and universally in the countries confided to your administration the transport and sale of black slaves, bearing in mind the above details laid down in the Imperial firman preserved in your seat of Government, and referring to it; and that you will absolutely and definitively close the door against the recurrence of acts and doings contrary to His Majesty's wishes.

Rebiul-akhir 14, 1275 (November 17, 1858).

(Signed) MEHEMED EMIN AALI, *Grand Vizier*.

No. 294.

Sir H. Bulwer to the Earl of Malmesbury.—(Received February 18.)

My Lord,

Constantinople, February 8, 1859.

I HAVE the honour to inclose, herewith, to your Lordship, the copy of a despatch I have received from Consul Reade, stating that the Governor-General of Tripoli has done everything in his power to carry out the orders of his Government in respect to the Slave Trade.

I have, &c.

(Signed) HENRY L. BULWER.

Inclosure in No. 294.

Acting Consul-General Reade to Sir H. Bulwer.

Sir,

Tripoli, January 15, 1859.

I HAVE had the honour to receive your Excellency's despatch of the 2nd ultimo, transmitting me the translation of a letter recently addressed by the Grand Vizier to the Governor-General of Tripoli, at your Excellency's request.

I instantly waited upon his Excellency the Governor-General, who stated to me that he had received it, and had immediately taken steps to carry it out throughout the whole province under his jurisdiction.

I beg to state to your Excellency, in justice to the Governor-General, that his Excellency, ever since his arrival here, has done everything in his power to carry out the orders of his Government in respect to the Slave Trade.

I have, &c.

(Signed) R. READE.

TURKEY. (*Consular*)—*Abyssinia*.

No. 295.

Consul Plowden to the Earl of Clarendon.—(Received September 15.)

My Lord,

Gondar, March 20, 1858.

I HAVE much satisfaction in informing you that the King has taken a decisive step towards checking the export of slaves from his dominions: he seized all the Gallas, in number about 2,000, brought by the Mussulman traders from the South, and gave them their liberty.

He further confiscated all the property found in those caravans, and sent orders to all his Governors on the frontiers towards Sennaar and Massowah, and in Shoa, to act similarly: he even sent word to the Gallas, forbidding them to bring their compatriots for sale under any pretext, on pain of death.

It is evident that, if the King succeeds in completing his conquest of Abyssinia, and lives for some years subsequent, more will be done towards abolishing the Slave Trade in this part of Africa than could be hoped for by many years of extraneous efforts; and should this be achieved my mission here will not have been altogether useless.

I have, &c.

(Signed) WALTER PLOWDEN.

No. 296.

Consul Plowden to the Earl of Clarendon.—(Received August 9.)

My Lord,

Zoramba, June 1, 1858.

I HAVE the honour to acknowledge the receipt of your despatch of the 8th December, 1857, containing extract of a letter from Mr. Barroni, my agent at Massowah, to Colonel Coghlan, Resident at Aden, respecting the Traffic in Slaves carried on from Massowah and Sowakin, and ordering me to give him instructions to prevent this traffic.

I informed your Lordship in my despatch of the 20th March last, that the King of Abyssinia has taken an effectual step himself towards the complete abolition of this trade, and I shall instruct Mr. Barroni to do his best at Massowah in furtherance of this object. As regards Turkish subjects, having no definite powers he can only make a note of each illicit sale, and forward the particulars to Her Majesty's Ambassador at Constantinople.

At Sowakin he has no power, and the British Government, I believe, no Representative: any check there must be arranged by the English Vice-Consul at Jeddah, at which place the sale of slaves is apparently still secretly effected.

If a Pasha of Jeddah be appointed, who will sincerely labour to suppress this Trade, he may easily succeed; hitherto, I have reason to believe that these Pashas have all protected and encouraged it.

From Massowah it will shortly cease, should the King succeed in his arduous enterprize here.

I have, &c.

(Signed) WALTER PLOWDEN.

TURKEY. (*Consular*)—*Bagdad.*

No. 297.

Consul-General Kemball to the Earl of Clarendon.—(Received April 19.)

My Lord,

Bagdad, March 16, 1858.

SOME time ago I reported to Her Majesty's Embassy at Constantinople that I had succeeded in moving the local authorities of Bagdad to seize a number of slaves, thirteen in all, who had been imported into the city for sale, and I held out the hope of three other batches, aggregating thirty-four slaves, then on their way from Bussorah, being in like manner apprehended. Consequent, however, on the alarm created by the first seizure and consequent, perhaps, on my absence at Moossul, the three batches referred to, as well as some others, escaped detection. The thirteen liberated slaves were, at my suggestion, distributed among respectable Mahomedan families, to be by them taken care of, pending the arrival of Omer Pasha, or pending the receipt of the Porte's orders as to their disposal.

I am happy to state that, on the circumstances being brought to his notice, Omer Pasha at once declared his resolution to execute strictly the regulations of the Turkish Government for the suppression of the Slave Trade. His Highness caused a paper of enfranchisement to be issued to each of the manumitted slaves, and their names to be registered in one of the public offices, in order to their persons being produced at stated intervals, and to their being eventually allowed perfect liberty of action so soon as they should obtain to an age to judge and provide for themselves. I attach much value also to the additional step his Highness has promised to take, of giving general publicity to the last firman received from the Porte, regarding the Traffic in Slaves, and of issuing instructions conformable thereto to the Governors of all the districts within the limits of his jurisdiction. The firman in question, I understand, reached the late Reshid Pasha early last year; but, up to the date of his Excellency's death on the 12th August, had been promulgated at Bussorah only. It is, however, precisely at Bussorah that the greatest facilities exist of introducing slaves into this country, via Koweit and Mohamrah, as well as through the villages on the right bank of the Shat el Arab; and when, therefore, the authorities at Suk-esh-Shookh Nejef, Kerbelah, and Hilleh, were called upon to explain the passage of slaves through those places, they pleaded official ignorance of the interdict, and the same excuse was urged to exempt the importers and brokers from the penalties prescribed in the firman.

More than ten years have elapsed since the Conventions for the suppression of slavery were concluded with the Mahomedan Powers. The principle, if not of a nature to be appreciated by the people generally, is now, I trust, clearly recognized and received by the better classes in this quarter, and has at least been practically inculcated during the period stated, whenever the execution has rested with the English authorities in the Persian Gulf. I would fain believe, therefore, that the time has arrived when some degree of earnestness and intention on the part of Turkish functionaries themselves would suffice to extend and complete its operation; and your Lordship will be glad to learn that this desideratum would seem to have been supplied on the appointment of his Highness Omer Pasha to the Government of Bagdad.

I take the liberty to annex, for your Lordship's information, a copy of the last report from the British Agent at Bussorah.

I have, &c.
(Signed) A. B. KEMBALL.

Inclosure in No. 297.

Vice-Consul Taylor to Consul-General Kemball.

(Extract.)

Bussorah, December 17, 1857.

I HAVE the honour to acknowledge the receipt, this morning, of your letter of the 11th instant, and to inform you that the Persian boats I reported were under sequester, have been released.* but that the slaves are still detained by Government in the Serai.

Qurbec Effendi, Acting Governor of Bussorah, has also informed me that the captain of the guard-ship at Maamer, boarded a bughleh having 78 slaves on board, and that he at once put four men on board to conduct her to Bussorah, and to prevent the nacoda smuggling any of them on shore.

The nacoda of the boat on arriving at Faelle compelled the Government men to land and then disembarked his slaves on Persian territory. Other reports state that the boat had only 8 slaves on board, but all agree that slaves were landed in the vicinity of Mohamrah, and with Hajee Jiabers' (Governor of Mohamrah) connivance. Qurbec Effendi also informs me that four other Soor boats having slaves on board, put back to sea on their nacoda's hearing that the Turkish guard-ship overhauled and searched all suspected craft.

No. 298.

The Earl of Malmesbury to Consul-General Kemball.

Sir,

Foreign Office, May 4, 1858.

I HAVE received your despatch of the 16th of March last, addressed to the Earl of Clarendon, reporting the measures adopted by Omer Pasha to ensure the liberty of the slaves captured a short time since by the authorities of Bagdad; and, in reply, I have to instruct you to express to his Highness the satisfaction with which Her Majesty's Government have learnt his determination to carry out strictly the regulations of the Turkish Government for the suppression of the Slave Trade.

I am, &c.

(Signed) MALMESBURY.

* Subsequently released, owing to doubts as to the legality of the seizure, and as to the fact of the slaves being newly imported.—A. B. K.

TURKEY. (*Consular*)—*Canea in Crete.*

No. 299.

Consul Ongley to the Earl of Malmesbury.—(Received May 28.)

My Lord,

Canea in Crete, April 21, 1858.

I HAVE the honour to acknowledge the receipt of Lord Clarendon's despatch of the 16th February,* directing me to inform his Lordship whether the Ottoman schooner "Rahmaniye" was really confiscated by the Ottoman authorities.

In reply, I have to say that Veli Pasha has informed me that his conduct relative to this vessel and the slaves on board had been approved of by the Sublime Porte. The vessel is still in the hands of the Turkish authorities, but no orders have been received from Constantinople either to sell it or to deliver it to its owner.

The master fled when the vessel was seized and has since returned, but is at liberty on bail.

Veli Pasha considers that the vessel is confiscated.

I have, &c.
(Signed) H. S. ONGLEY.

No. 300.

The Earl of Malmesbury to Consul Ongley.

Sir,

Foreign Office, May 31, 1858.

I HAVE received your despatch of the 21st ultimo, reporting that the Ottoman schooner "Rahmaniye," which was detained by Veli Pasha for having on board 14 female slaves destined for sale in Anatolia, is still in the hand of the Turkish authorities; but that no orders have been received from Constantinople either to sell her or to deliver her to her owner; and I have to desire that you will continue to watch this vessel, and you will report to me what becomes of her.

I am, &c.
(Signed) MALMESBURY.

No. 301.

Consul Ongley to the Earl of Malmesbury.—(Received August 4.)

My Lord,

Canea in Crete, June 30, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 31st May, instructing me to report to your Lordship what may become of the Ottoman schooner "Rahmaniye," which had been detained by Veli Pasha for having on board female slaves.

No orders have yet been received from Constantinople in regard to this vessel, and I will not fail to attend to your Lordship's instructions in reporting what may be decided about her.

I have, &c.
(Signed) H. S. ONGLEY.

TURKEY. (*Consular*)—*Egypt.*

No. 302.

Acting Consul-General Green to the Earl of Malmesbury.—(Received October 30.)

My Lord,

Alexandria, October 16, 1858.

HAVING received a despatch from Mr. Barroni, Consular Agent at Massowah, under flying seal, for Her Majesty's Ambassador at Constantinople, in which he states that the authorities in the neighbourhood of Kassala connive at the Slave Trade carried on in those parts, I addressed the Egyptian Government on the subject, and urged the necessity of strict orders being issued to those authorities by the Viceroy against this Traffic; and I have received a written assurance from Cherif Pasha that the most stringent orders will be sent to the Governor of the Province of Toka to enforce the prohibitory measures adopted by the Viceroy against the Slave Trade.

I have, &c.
(Signed) J. GREEN.

No. 303.

The Earl of Malmesbury to Acting Consul-General Green.

Sir,

Foreign Office, November 30, 1858.

I TRANSMIT to you herewith copies of a despatch and its inclosure from Mr. Reade, the Acting British Consul-General in Tripoli,* relative to the Slave Trade between Soudan and Egypt; and I have to instruct you to call the attention of the Egyptian Government to this Traffic, which would appear to be extensively carried on in the Egyptian territories, but which, being forbidden by the firmans of the Sultan, should be imperatively stopped.

I am, &c.
(Signed) MALMESBURY.

No. 304.

The Earl of Malmesbury to Acting Consul-General Green.

Sir,

Foreign Office, November 30, 1858.

WITH reference to your despatch of the 16th ultimo, I have to acquaint you that I approve the representation addressed by you to the Egyptian Government on the subject of the connivance of the authorities of Kassala at the Trade in African Slaves which is carried on in that neighbourhood.

I am, &c.
(Signed) MALMESBURY.

* No. 299.

No. 305.

Acting Consul-General Green to the Earl of Malmesbury.—(Received January 15, 1859.)

My Lord,

Alexandria, December 31, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 30th ultimo, approving of the representation I addressed to the Egyptian Government on the subject of the connivance of the English authorities of Kassala in the Trade in African Slaves, as reported in my despatch of the 16th October.

I have, &c.

(Signed) J. GREEN.

No. 306.

Acting Consul-General Green to the Earl of Malmesbury.—(Received January 15, 1859.)

My Lord,

Alexandria, December 31, 1858.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 30th ultimo, transmitting to me the report of the Acting Consul-General in Tripoli, as to a Traffic in Slaves having been carried on with the Egyptian territories.

I have addressed a letter to Cherif Pasha on this subject, to which the Viceroy alluded in conversation with me the day before yesterday, his Highness not appearing clearly to understand by what route the slaves could have been introduced into Egypt.

I have not the slightest doubt as to the negro servants in Turkish houses being mostly slaves, and that slaves are brought now and then from the interior of the country for sale; neither have I any doubt as to very large sums being paid for the purchase of the ladies of the harems. Saïd Pasha himself, however, I believe to have always acted in perfect good faith with respect to the abolition of slavery in Egypt; and if slavery is partially winked at by the authorities, it is owing to the difficulty and danger of meddling with the internal arrangements of Turkish families.

I have, &c.

(Signed) J. GREEN.

No. 307.

Acting Consul-General Green to the Earl of Malmesbury.—(Received January 15.)

My Lord,

Alexandria, January 5, 1859.

WITH reference to my despatch of the 31st ultimo, I have the honour to transmit to your Lordship a copy of Cherif Pasha's reply to my communication respecting the Slave Trade carried on between Mourzouk and Egypt, and promising that the Egyptian Government will rigorously enforce the existing orders against the Traffic in Slaves.

I have, &c.

(Signed) J. GREEN.

Inclosure in No. 307.

Chérif Pasha to Acting Consul-General Green.

M. le Gérant,

Le Caire, le 3 Janvier, 1859.

EN réponse à la lettre que vous avez bien voulu m'adresser, sous la date du 23 Décembre dernier, dans le but d'informer le Gouvernement Egyptien de l'existence d'un commerce considérable d'esclaves entre Mourzouk et l'Egypte, j'ai l'honneur de vous prévenir que Son Altesse le Viceroy vient de donner les ordres les plus formels à l'effet de vérifier les faits que vous avez été chargé de signaler de la part du Gouvernement de Sa Majesté Britannique, et de faire mettre à exécution dans tout leur rigueur les ordonnances rendues contre le Trafic des Esclaves.

Agréé, &c.

(Signé) CHERIF PACHA.

TURKEY. (*Consular*)—*Jerusalem*.

No. 308.

Consul Finn to the Earl of Malmesbury.—(Received June 12.)

My Lord,

Jerusalem, May 26, 1858.

I HAVE the honour to report that about two months ago his Excellency Sureya Pasha, on hearing that a certain Abderrahhman el Alemy had brought four slaves from Egypt, and was offering them about the city for sale, told my dragoman that he meant to stop the proceeding, and to take and manumit the slaves, bestowing two on the English Consulate and two on the French, for these to do as they might please with them.

We heard no more of the matter till the above-mentioned Abderrahhman came to complain in this Consulate of the injustice committed by the Pasha in robbing him of his property—namely, two slaves—to the value of 7,000 piastres, one of whom the Pasha had given as a free servant to the Bimbashi of the troops, and the other to the architect from Constantinople.

He represented the indignation of the old-fashioned class of Effendis at such innovations; but of course he was informed that he had come to the wrong house to express his grievance.

As he only mentioned two slaves, it is probable that he had already contrived to sell the other two secretly before the Pasha took his measures.

I have, &c.

(Signed) JAMES FINN.

TURKEY. (*Consular*)—*Monastir.*

No. 309.

Acting Consul Blunt to the Earl of Malmesbury.—(Received May 24.)

My Lord,

Monastir, April 30, 1858.

I HAVE the honour to transmit herewith inclosed, for your Lordship's information, a copy of a despatch, together with its inclosure, I have this day addressed to Her Majesty's Consul-General at Tripoli, respecting twenty negroes that have recently been brought to Monastir from that place by Major-General Ahmet Pasha.

I have also the honour to include herein a copy of a despatch I addressed on the same subject to Her Majesty's Embassy at Constantinople.

I have, &c.

(Signed) J. E. BLUNT.

Inclosure 1 in No. 309.

Acting Consul Blunt to Consul-General Herman.

Sir,

Monastir, April 30, 1858.

HAVING been informed that Major-General Ahmet Pasha (Bajaksiz), who recently arrived here from Tripoli, had brought with him from that place 20 negroes, with the intention of selling them; and that an Ionian subject named Panayotti Paronzi had accompanied them from Tripoli to Monastir, I considered it my duty to call on Mr. Paronzi to furnish me with what information he possessed thereon.

I beg to inclose herewith a copy of the deposition he made in the Cancellaria of this Consulate.

I have brought to the knowledge of Ismail Pasha, the Mushir of Roumelia, the contents of this deposition; and I desired him to ascertain if Ahmet Pasha had sold any of the negroes.

During a subsequent interview I had with his Excellency he informed me that Ahmet Pasha had not sold any of them. His Excellency, however, admitted that two of them had been offered to him by the Pasha, and that he thought proper not to accept them.

It appears that Ahmet Pasha tries to constitute himself the legitimate proprietor of these negroes, and, as such, considers himself warranted to keep them as slaves, and, if need be, at liberty to sell them. He declares that they were all in his possession some time before the emanation of the firman respecting the Traffic in Slaves in the Ottoman dominions; and that he had, in consequence, obtained permission from the authorities at Tripoli to take them away with him. He further states that your letters of recommendation to Mr. Longworth, in favour of Mr. Paronzi, must give explanations thereon.

As I am under the impression that Ahmet Pasha intends selling most of the negroes in question, an intention I think proper to oppose, and as your letter to Mr. Longworth does not give the explanations alluded to, I shall feel much obliged to you by furnishing me, at your earliest convenience, with any information you may possess on the subject.

I have, &c.

(Signed) J. E. BLUNT.

Inclosure 2 in No. 309.

Deposition.

L'AN 1858, aujourd'hui, Mercredi, le 17 Mars, avant-midi, par devant nous, Georges Georgevich, Chancelier substitué du Consulat Britannique à Monastir, est comparu le Sieur Panayotti Paronzi, sujet Ionien, et a déposé, en présence de M. Constantin Maïmouka, notre interprète, et des témoins soussignés, ce qui suit :—

“ Vers le mois de Mai 1857, me trouvant à Tripoli, je suis entré au service du Liva Ahmet Pacha. Au mois d'Octobre 1857, j'ai été autorisé par le dit Ahmet Pacha de nolisier un bateau-à-voile de 12,000 kilos environ, pour transporter les bagages et divers autres effets appartenant à Ahmet Pacha, à Salonique, et de là à Monastir. Conformément à ses ordres, j'ai nolisé un bateau-à-voile pour 6,000 piastres, de Tripoli jusqu'à Salonique; dans le dit bateau, j'ai fait embarquer tous les bagages et divers autres effets du Pacha; ainsi que treize ou quatorze chevaux, et dix Arabes et dix femmes Arabes, que j'ai trouvés au service du Pacha à l'époque que je me suis employé auprès du Pacha.

“ Avant notre départ de Tripoli, M. le Consul Britannique de Tripoli étant venu au konak d'Ahmet Pacha pour faire une visite, alors, le Pacha lui a présenté les dits Arabes et les femmes Arabes, et en ma présence, et en présence de M. le Consul Britannique, les interrogea s'ils étaient contents de rester toujours avec lui. Tous répondirent, 'oui.' Le Pacha demanda alors, de M. le Consul Britannique, deux lettres de recommandation pour MM. les Consuls Britannique de Salonique et Monastir. M. le Consul Britannique se retirant du konak d'Ahmet Pacha, m'a invité d'aller chez lui, pour prendre les deux lettres de recommandation. Je me suis rendu, donc, au Consulat, et M. le Consul Britannique en me remettant les dites lettres, M. le Consul Britannique m'a recommandé de surveiller les Arabes en question.

“ Parti de Tripoli vers le commencement d'Octobre, après un trajet de trente-trois jours, nous arrivâmes à Salonique, où nous nous arrê tâmes une semaine, et, après avoir remis la lettre de recommandation de M. le Consul de Salonique, nous partîmes pour Monastir, où nous arrivâmes le 6 Décembre, 1857, et nous nous sommes installés dans une maison qui avait été louée pour Ahmet Pacha. Lors de notre arrivée à Monastir, j'ai remis la lettre de recommandation de M. le Consul de Tripoli à M. le Consul de Monastir.

“ Depuis Tripoli jusqu'à Monastir, j'ai accompagné les dits bagages, effets, et Arabes avec le Kiatib Ahmet Effendi et le Mulasim Yacoub Aga. Un jour, étant malade, dans le konak, le susdit Ahmet Effendi, Kiatib du Pacha, est venu m'informer qu'il avait reçu de Constantinople une lettre (sans nommer de qui) et qu'on lui écrivait de vendre, à Monastir, deux Arabes. Comme il demandait mon conseil là-dessus, je lui ai conseillé de ne pas le faire, parcequ'il pourrait être désavantageux au Pacha, et compromettant, en même temps, pour moi. Le Kiatib, Ahmet Effendi, écouta mes conseils, et il n'a pas vendu les deux Arabes. Quoique j'habitais dans le konak, mais j'ignore si, à l'heure qu'il est, le nombre des Arabes en question est le même comme ils avaient été embarqués de Tripoli, attendu qu'ils restent dans le harem, et je ne sais pas le nombre positif. Depuis une quinzaine de jours Ahmet Pacha, aussi, est arrivé à Monastir.

“ Je fais cette déposition consciencieusement sur la demande de M. le Géraut du Consulat Britannique à Monastir, et je suis prêt à faire le serment aussi, s'il est nécessaire.

“ En foi de quoi, je signe la présente déposition, en présence des témoins soussignés.

“ *Monastir, le 17 Mars, 1858.*

(Signé)

“ PANAYOTTI PARONZI.

“ Witnesses :

(Signé)

“ C. D. MAIMOUKA.

“ A. ANTONIADE.

“ Fait et signé en ma présence l'an, mois, et jour ci-dessus.

(Signé)

“ G. GIORGIOVICH, *Cancellier.*”

Inclosure 3 in No. 309.

Acting Consul Blunt to Mr. Alison.

Sir,

Monastir, April 30, 1858.

I HAVE the honour to transmit herewith inclosed, for your information, a despatch, under flying seal, I have this day addressed to Major Herman at Tripoli, respecting 20 negroes that have been brought to Monastir by Ahmet Pasha (Bajaksiz).

I have thought it my duty to apply to Major Herman for further information on the subject, as I have reason to suspect that Ahmet Pasha intends selling most of these Arabs.

Indeed, my partial interference prevents him at present from realizing his intention.

I have spoken on the subject to the Mushir and Vali of Roumelia, and although both functionaries appear to entertain the suspicion that Ahmet Pasha has imported these negroes for the purpose of Traffic, they have taken no step in the matter.

It is difficult for me to offer an opinion to them on the question I have in hand. I have not before me the Sultan's firman abolishing the Slave Trade, and on applying for a copy of it to the Vali he informed that he "was not sure if it existed in the archives of Monastir."

I do not know whether the firman prohibits the sale of slaves already in service, as I have not seen it: the object, if I mistake not, is to prevent Traffic in Slaves.

You will, therefore, much oblige me by transmitting to me a copy of this firman, and I beg to express the hope that it will be accompanied with your instructions for my guidance in the matter at issue.

I have, &c.
(Signed) J. E. BLUNT.

No. 310.

The Earl of Malmesbury to Acting Consul Blunt.

Sir,

Foreign Office, May 31, 1858.

I HAVE received your despatch of the 30th ultimo, inclosing copies of communications addressed by you to Her Majesty's Chargé d'Affaires at Constantinople, and to Her Majesty's Consul-General at Tripoli, respecting some negro slaves brought by Major-General Ahmet Pasha from Tripoli to Monastir; and in reply I have to acquaint you that I approve your proceedings in this matter, as reported in your above-mentioned despatch.

I am, &c.
(Signed) MALMESBURY.

No. 311.

Acting Consul Blunt to the Earl of Malmesbury.—(Received June 28.)

My Lord,

Monastir, June 8, 1858.

I HAVE the honour to transmit herewith inclosed, for your Lordship's information, a copy of a despatch I addressed on the 2nd instant to Mr. Alison, Her Majesty's Chargé d'Affaires at Constantinople, respecting the Traffic in Slaves which is carried on in Monastir and the other principal towns of this part of Roumelia. I beg also to place before your Lordship copies of two letters I addressed on the same subject to Mr. Vice-Consul Wilkinson at Durazzo.

I have, &c.
(Signed) J. E. BLUNT.

Inclosure I in No. 311.

Acting Consul Blunt to Mr. Alison.

Sir,

Monastir, June 2, 1858.

I HAVE the honour to acknowledge the receipt of your despatch conveying to me a translation of the Firman and Vizirial letter addressed to the Pashas of Egypt, Tunis, and Tripoli, respecting the abolition of the Slave Trade.

The Pasha of Monastir acquaints me that the above important papers do not exist in the archives of this place.

They ought to be sent to him, for a part of the coast of Albania is included within his jurisdiction. It is highly probable that the Ottoman authorities at Durazzo are ignorant of their existence; and I have every reason to believe that these authorities all along the coast do not keep a proper surveillance, and that, in consequence, slaves are occasionally landed there, when they are immediately carried to towns in the interior, and there, of course, are sold at very profitable prices.

It is through this channel, I presume, that 5 young Arabs were brought to Monastir a few weeks ago, and there sold by public auction.

On being informed of their arrival at this place, I immediately addressed a letter to the Pasha, begging him to institute inquiries respecting them; for I had, and still have, the hope that they are entitled to be free.

I beg to submit, herewith inclosed, a copy of my letter to the Pasha. I am unable to accompany it with his reply, as I have not yet received it; and I regret to say that, as far as I am aware, he has not given his attention to the matter I have brought before him.

Moreover, a member of the Medjliss, I learn, has purchased one of these Arabs.

Being now in possession of the Firman and Vizirial letter respecting the abolition of the Slave Trade in the Ottoman dominions, I deem it proper to place them before Mr. Vice-Consul Wilkinson, at Durazzo, and I will desire him to give every attention to the subject.

I believe that Monastir is not the only town in this part of Roumelia where slaves are brought and publicly sold. In most of the principal towns, and particularly in those near the coast, the evil exists, I hear.

It cannot, indeed, be otherwise expected, once the Porte has omitted to furnish its functionaries there with the necessary instructions. This omission goes far to explain the indifference of these authorities.

I beg respectfully again to advance that it is all-important the Roumelic Valassi should be put in possession of the wishes of the Porte respecting this subject.

The Firman and Vizirial letter appears to have been only transmitted to the functionaries of the Sublime Porte in all the islands and coasts of the Empire. In order to secure the results they are intended to produce, their transmission ought to be extended to those in the interior. The surveillance on the coast must remain incomplete so long as it is not in the power of these functionaries to proceed against those persons who succeed, undetected or otherwise, to land their slaves for traffic in the interior.

I have, &c.
(Signed) J. E. BLUNT.

Inclosure 2 in No. 311.

Acting Consul Blunt to Kerm Pasha.

Excellence,

Monastir, le 4 Mai, 1858.

JE viens d'apprendre que 5 jeunes Arabes ont été portés ici, il y a quelques jours, pour être vendus.

Ayant des raisons à espérer que ces malheureux ont droit à leur liberté, je m'empresse d'en appeler l'attention de votre Excellence et de la prier de vouloir prendre les mesures nécessaires sur ce sujet.

J'ai appris que Said Aga, membre du Tribunal Correctionnel de cette ville, peut donner des éclaircissements à votre Excellence regardant ces Arabes.

J'ai, &c.
(Signé) J. E. BLUNT.

Inclosure 3 in No. 311.

Acting Consul Blunt to Vice-Consul Wilkinson.

Sir,

Monastir, June 7, 1858.

I HAVE the honour to inclose herewith a translation of the firman addressed to the Pashas of Egypt, Tunis, and Tripoli, respecting the abolition of the Slave Trade in the Ottoman Empire, as also of a Vizirial letter to those Governors on the same subject.

I received these important papers from Her Majesty's Embassy only a few days ago, and, in availing myself of the earliest opportunity to call your attention to their contents, I have to request you will acquaint me whether the Ottoman authorities at Durazzo, and those in the other places within your Vice-Consular district, have been furnished with the instructions alluded to therein. It appears that the Porte has omitted sending them to the Pasha of Monastir, and I am under the impression that this omission has been extended towards the functionaries on that part of the Coast of Albania included in the jurisdiction of this Pashalic.

I beg also to request you will report to this Consulate the particulars of any act that may be committed within your district in opposition to the rules and instructions set forth in the firman and Vizirial letter in question.

I have, &c.

(Signed) J. E. BLUNT.

Inclosure 4 in No. 311.

Acting Consul Blunt to Vice-Consul Wilkinson.

Sir,

Monastir, June 7, 1858.

I HAVE the honour to inclose herewith an extract from a despatch I addressed on the 2nd instant to Her Majesty's Chargé d'Affaires at Constantinople respecting the Traffic in Slaves that is carried on in this part of Roumelia.

With reference to the 5 Arabs that were recently brought and sold here, I am given to understand that they had been landed by their owner at some place near Cavaia, and not very far from Durazzo.

I regret that I have not been able to secure more ample information on the subject.

As, however, I am disposed to think that these Arabs ought to be liberated, I avail myself of the earliest opportunity to beg you will furnish me with any information you may succeed in procuring regarding them.

I have, &c.

(Signed) J. E. BLUNT.

No. 312.

Acting Consul Blunt to the Earl of Malmesbury.—(Received July 12.)

My Lord,

Monastir, June 15, 1858.

I HAVE the honour to inclose herewith, for the information of your Lordship, a copy of a despatch I addressed this day to Mr. Alison, Her Majesty's Chargé d'Affaires at Constantinople, wherein I report the result of my representations to the authorities here respecting the Traffic in Slaves carried on in the district of Monastir.

I have, &c.

(Signed) J. E. BLUNT.

Inclosure in No. 312.

Acting Consul Blunt to Mr. Alison.

Sir,

Monastir, June 15, 1858.

WITH reference to my despatch of the 2nd instant, I have the honour to report, that during an interview I had yesterday with the Governor-General of this province, I availed myself of the opportunity to ask his Excellency what steps he had taken respecting the 5 Arab slaves that had been brought to Monastir for sale.

2 F 2

His Excellency first expressed his regret at not having replied to the letter I addressed to him on the subject, and said, "I cannot give you a reply in writing for fear of compromising myself. I am aware that the Sultan has abolished the Slave Trade in his dominions, but no orders to this effect exist in Monastir. The local archives have been carefully searched, but the firman you allude to cannot be found."

His Excellency then gave me to understand, that in consequence of my representations, he had prevented the sale by public auction at Monastir of the slaves in question; and had thus obliged their owner to take them away from here.

I begged his Excellency to tell me where they had been removed to. He did not appear able, or perhaps inclined, to give any information thereon.

At my request, his Excellency has given an order to the local police to prevent in future the sale of slaves by auction in the markets of this town.

It will now be my duty to watch if this order is properly executed.

I have, &c.
(Signed) J. E. BLUNT.

UNITED STATES.

No. 313.

Lord Napier to the Earl of Malmesbury.—(Received May 24.)

My Lord,

Washington, May 11, 1858.

I HAVE the honour to transmit to your Lordship, herewith, copy of a note, and its inclosures, addressed to me by General Cass, conveying the alleged particulars of an affair which occurred between Her Majesty's sloop "Styx" and the American merchant-vessel "N. B. Borden," off the port of Matanzas.

The Secretary of State expresses his expectation that the conduct of the Commander of the "Styx," in firing at the "N. B. Borden," and boarding her, will be disavowed by Her Majesty's Government, and that measures will be adopted to prevent the recurrence of similar proceedings in future.

The position of Her Majesty's Government, and of the British cruizers, is certainly an embarrassing one. The Cuban Slave Trade is, by all accounts, almost exclusively carried on by the fraudulent assumption of the flag of the United States, and if vessels bearing that flag be not stopped and questioned, the Traffic would be pursued with impunity; while, on the other hand, errors may occur: perhaps an excess of zeal may be exhibited, and innocent vessels may be arrested and boarded. Incidents of that sort, however, excite a great deal of indignation in the American newspapers, and might easily arouse a serious discussion in Congress, accompanied by the development of bad feelings towards Great Britain.

I have, &c.
(Signed) NAPIER.

Inclosure 1 in No. 313.

General Cass to Lord Napier.

My Lord,

Department of State, Washington, May 4, 1858.

IN my letter to your Lordship of the 10th ultimo, I referred to a statement then appearing in the public journals, that a merchant-vessel of the United States, the "N. B. Borden," had been fired at and boarded by the British vessel of war, the "Styx," off the coast of Cuba, and I informed you that I had received no official information upon the subject, and therefore could say nothing as to the truth of the report, but that I had taken measures to ascertain whether such an occurrence had happened.

I now transmit to your Lordship the copy of a letter from the Collector of the Customs at Savannah, inclosing the statement of the captain of the "N. B. Borden," by which it appears that an unjustifiable act of violence has been committed against a merchant-vessel of the United States, to which the attention of Her Majesty's Government is requested, in the confident expectation that the act will be disavowed, and such measures will be adopted as are called for by the circumstances, and as will tend to prevent the recurrence of similar proceedings hereafter.

I avail, &c.
(Signed) LEW. CASS.

UNITED STATES.

Inclosure 2 in No. 313.

Mr. Boston to General Cass.

Sir,

Custom-House, Collector's Office, Savannah, April 22, 1858.

IN pursuance of my promise of the 7th instant, I herewith inclose a statement of Captain James M. Brightman, of the schooner "N. B. Borden," in reference to the alleged outrage committed on said vessel by the British armed steam sloop-of-war "Styx."

I have, &c.

(Signed) JOHN BOSTON, *Collector.*

Inclosure 3 in No. 313.

*Mr. Brightman to Mr. Boston.**Savannah, April 22, 1858.*

SCHOONER "N. B. Borden," of Fall river, Mass., James M. Brightman, master, sailed from the port of Matanzas, Cuba, on Sunday, March 21, 1858, at 10 o'clock A.M., bound for Savannah, with a cargo of molasses and fruit, consigned to Messrs. Padleford, Jay, and Co.

When six hours out of port of Matanzas, being about 4 o'clock P.M., the Island of Cuba being still in sight, and while I was on the starboard tack, saw a sail running down, which proved to be the British sloop of war "Styx," she being three miles on our larboard quarter. She fired a blank cartridge, and I not knowing her business, ordered the American ensign to be hoisted as customary, and kept my course.

She then fired a shot which fell at our stern. I then thought the matter more serious, tacked the schooner, and stood for the sloop of war, until I was within half-a-mile of her, when I lay by until I was boarded by the First Lieutenant, or I suppose it was that officer, from his appearance.

As he came alongside I hailed him, and asked him what he wanted with a molasses-drodder? He replied that he would let me know, and came on board. He demanded of me where I was from, where I was bound, and what was my cargo, and saying they were in search of slavers, and took me to be one. I told him that slavers seldom took molasses to the coast of Africa, and, moreover, they never went loaded so deep, the schooner "N. B. Borden" at that time being nearly to her decks in water.

The lieutenant then said I had a fine vessel, and he would like to take her to Jamaica. I told him he had no occasion to do so, as my vessel was built in Massachusetts, and calculated for the West India trade, and never would be ashamed to wear the stars and stripes at her mast-head, and that her commander had always sailed under that flag, and had been master of a vessel for the last eighteen years, had always done a lawful business, and was ready to nail the American ensign to the mast-head, as our forefathers did, against any nation, and that I did not deserve to be insulted by the British nation.

The lieutenant then got into his boat, and went on board his vessel. I filled away, and proceeded on my course as usual.

The schooner "N. B. Borden" was built at Somersett, Massachusetts, in 1855, is 123 tons, and owned by Messrs. N. B. Borden and other merchants at Fall river, and her owners and commander deserve the protection of the American flag.

Yours respectfully,

(Signed)

JAMES M. BRIGHTMAN,

Master, Schooner "N. B. Borden."

No. 314.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, May 31, 1858.

I INCLOSE, for your Lordship's information, the accompanying copy of a letter addressed by Rear-Admiral Sir Frederick Grey to the Commander-in-chief of the United States' naval forces on the West Coast of Africa,* acquainting him with information which he had received relative to certain vessels sailing under the American flag that are supposed to be destined for the Slave Trade.

I am, &c.

(Signed) MALMESBURY.

* Class A, Inclosure in No. 118.

No. 315.

Lord Napier to the Earl of Malmesbury.—(Received May 31.)

(Extract.)

Washington, May 17, 1858.

I HAVE the honour to transmit to your Lordship herewith, an extract from the "New York Times" of the 13th instant, describing the boarding of an American merchant-ship, the "Mobile," by a party from Her Majesty's sloop "Styx," off the coast of Florida. Several musket-shots are reported to have been fired from the English cruiser at the vessel in question.

Further accounts of the proceedings of the "Styx" in the waters of Cuba are contained in the accompanying extract from the "New York Herald" of the 15th. It is alleged that the merchant-vessels lying in the port of Sagua la Grande have been subjected to search by an officer of the "Styx" with various circumstances of an exasperating nature.

This intelligence, and other reports of a similar character, have gone the round of all the newspapers; and all, without distinction of party, are raising the cry of British aggression and outrage.

Inclosure 1 in No. 315.

Extracts from the "New York Times" of May 13, 1858.

THE OUTRAGE BY THE BRITISH STEAMER "STYX."—Captain Howe, of the schooner "Mobile," which arrived on Tuesday, complains that his vessel and himself were made the subjects of a serious outrage on the part of a British war-vessel, while on his voyage hither from Mobile, and while passing Key West. Captain Howe has furnished our reporter with the following statement of the circumstances:—

"On the 29th ultimo, I was about twenty-five or thirty miles south of Sand Key Light; there was a good strong breeze from east-north-east, and a chopping sea; my schooner was under a double-reefed mainsail, whole foresail, and three jibs; it was perfectly clear; I judged of my situation from the fact that I sighted Sand Key Light about three hours after falling in with the steamer; the vessel was on the starboard tack, and heading to the northward; I first saw the steamer about noon, a long way to windward, but could not make out what she was; at 1 o'clock P.M., I took my glass and discovered she was a steamer, and was apparently running across my bows: I told the mate it might be an American naval steamer from some port in Cuba, bound to Key West. Having taken my observation and got dinner, I went below and turned in, thinking no more about it.

"Between 3 and 4 o'clock P.M., my eldest daughter came and woke me (Captain Howe had his wife and two children with him); she asked, What is that vessel doing? I got up and looked out of my cabin window (the cabin is on deck), and saw the vessel was running down to me, as if to cross my stern. My impression was that she intended to speak me, and I went out on deck to answer the hail in case she did so. I ordered the mate at the same time to set the ensign. The mate said, 'I believe she is an English steamer.' He had been looking at her with his glass. The steamer, which was rigged as a barque, rounded to within musket-shot of my weather quarter, when I saw he had the British ensign flying. He was then within hailing distance. The schooner's course was not changed. At that moment I heard two reports, as of a musket, in quick succession, and instantly a ball came whizzing between two men who were at work on the rigging. I then ordered the mate to haul the forestaysail sheets to windward; the wheel was put down, and the schooner was hove-to. After this had been done two more shots were fired; one ball struck the vessel abaft the fore chains, and the other passed over the main deck amid-ships. The second mate and two men were at work on the jumper-stay, sitting on bales of cotton amid-ships; they said they felt the wind of the ball as it passed over their heads. I also heard the whizzing of the ball as it passed. I stood with my glass in hand, observing the movements on board the steamer all the time, and saw them clearing away the boat as if to board me. It is the universal custom at sea, if an armed vessel wishes to board another, to fire one gun, and if it is not heeded, to fire a second, and as a last resort to fire a shot across the vessel's fore-foot. I was at a loss to conjecture what the steamer's treatment of me could mean. The proceeding suggested to my mind that she might be a pirate. My family heard the firing, and saw what was passing, and were very much alarmed. My little girl, who is only five years old, wanted to come on

deck, but her mother would not let her. She said, 'Mother, if I was father, I'd get one of Mr. Hopkins' awful guns and kill 'em.' Mr. Hopkins, my mate, kept two loaded guns on board. I confess I felt mad at the conduct of the steamer. The boat, with six men and a lieutenant, came alongside, and without saying a word, the officer came on deck, and addressing no one in particular, asked:—

"Q. Where is this vessel from?"

"I answered from Mobile.

"Q. Where is she bound?"

"A. New York.

"Q. Where is she owned?"

"A. She is owned in New York.

"I then thought it was my turn, and said:—

"Q. Why did you fire into us? Did you take us for a slaver?"

"A. No; didn't you see a man-o'-war to windward?"

"Q. How should I know you was a man-o'-war?"

"Officer.—Didn't you see our pennant?"

"Captain.—I didn't see it, and, besides, we very often see American and Spanish men-o'-war with their colours flying, but they never interfere with me. I have been going up and down the Gulf for twenty years, and this is the first time I was ever interfered with.

"The officer, with head erect, and with a haughty manner, deigned no reply, but asked, What is the number of your crew? I answered, Ten men; and I also have one passenger, my wife, and two children.

"Officer.—I want to see your papers.

"I went into the cabin, followed by the Lieutenant, and taking out my enrolment and license, handed them to him, keeping my manifest in my hand.

"Officer.—Where is your register? You ought to have a register.

"I answered, Our coasting vessels do not have registers; they sail under a coast license. I then handed him my manifest, saying, Here is my clearance from Mobile in regular form. He examined it, and laid it on the table. I asked, Have you got through? If you have, I wish to proceed. It is very strange you should commence boarding vessels in this way.

"Officer.—We have orders from our Government to board every vessel we fall in with passing up or down the Gulf.

"The officer then got into his boat, and went on board his steamer, and I filled away and made sail on my voyage. The steamer continued hove-to. I noticed two or three foreign-looking vessels passing, which he paid no attention to.

"The whole proceeding was unusual, uncalled-for, ungentlemanly, unofficerlike, and, on the whole, an unmitigated outrage."

OUTRAGES BY BRITISH CRUIZERS.—We publish this morning a clear and concise statement from Captain Howe, of the American schooner "Mobile," relative to the recent extraordinary outrage committed by the British war-steamer "Styx." The "Mobile," when boarded, was within thirty miles of Key West, and the first intimation she had of any hostile intentions from the steamer was a rifle bullet, which penetrated part of her rigging. The "Mobile" was not even complimented with the customary order to lie-to. No blank shot was fired at her as a preparatory warning; but when within a short distance of the cruiser, she received a salvo of rifle shots which, luckily, did no other damage than riddle her mainsail. Captain Howe's statement of the occurrence is plain and straightforward, and requires no comment. He does not at all understand why the outrage was committed—nor do we. It was, to all appearances, a wanton insult, and cannot be palliated or excused. The American flag was flying from the "Mobile" at the time in plain view; there was nothing suspicious about her; and she made no attempt at concealment, and no effort to evade pursuit. The officer in command of the "Styx" cannot, certainly, plead ignorance in defence of his conduct. After he had boarded the "Mobile," and, without a show of authority, had examined her papers, he told Captain Howe that he was acting under orders from his Government to board all vessels passing up and down the Gulf. The fact that other American ships have been thus overhauled within the past few weeks, and the further fact that the British fleet on the American station has been augmented recently by a large addition of gun-boats, prove that some preconcerted schemes, which require further explanation, are being put in execution.

We trust that the matter will be noticed by our Government without further delay. In these outrages the British seem to be re-asserting the pretended right of search, and

with greater assumption of authority than they ever evinced before. Their pretensions cannot for a moment be admitted. They cannot be excused for such an act as the one under consideration, even on the plea that they are suppressing the Slave Trade, though slaves should be ever so numerous on the Cuban coast. The grievances, we are satisfied, will be remedied and atoned for as soon as they are made the subject of remonstrance by our Government. There is not a man in the United States who would dream of submitting for a moment to such outrageous and insulting pretensions.

Inclosure 2 in No. 315.

Extract from the "New York Herald" of May 15, 1858.

MORE OUTRAGES OF THE BRITISH.—Captain Albert Gage, commander of the American barque "W. H. Chandler," of Providence, who arrived at this port yesterday morning, has furnished us with the following report of an outrage committed on his vessel, when lying in the harbour of Sagua la Grande, by the British war-steamer "Styx."

The facts were noted by Captain Gage at the moment of the occurrence:—

"To the Editor of the 'Herald.'"

"Sagua La Grande, May 2, 1858, 6:30 P.M."

"I was boarded by a boat commanded by an officer dressed in the English naval uniform.

"He came on deck without asking permission, walked into my cabin, and proceeded to ask questions—such as the vessel's name; where she belonged; where she was bound to; what was her cargo; and a great many others.

"I asked him his object in doing this; and he replied that he was going home, and wanted to make a report of all the vessels at that place. The boat was manned by some twelve or fifteen men, and had arms in it.

"He went on board of all the American vessels, except two that were lying in port, and one Spanish barque. He even went down into some of the vessels' holds.

"The boat had no colours flying; but as she approached a vessel's side, he would show the English flag, and then it would be put in the bottom of the boat again.

"After he had asked me the questions, he wanted my ship's papers. I told him that they were deposited at the Consul's. Then he wanted to see my clearance from New York, which I showed. He examined it, and said that it was not legal, as there was no naval officer's signature to it. I showed him to the contrary, and he went away.

"It was proved after, that the boat belonged to the English war-steamer 'Styx.'

"The Captain of the Port of Sagua la Grande took an account of all the proceedings, and had them signed by the captains of vessels that were boarded; and he declared he would put a stop to such actions, as they have no right to board vessels lying in Spanish ports.

(Signed) "ALBERT GAGE,
"Master of Barque 'W. H. Chandler.'"

Our Reporter's Account.

One of our reporters yesterday held an interview with Captain Gage, of the barque "W. H. Chandler," whose vessel was searched lately, in the harbour of Sagua la Grande, by a British naval officer. The account of the affair—which was a most undeniable outrage, not only a gross and palpable outrage upon every one of the eleven American vessels that were in the harbour at the time, but also an open violation of international law—runs as follows:—

On Saturday, the 1st instant, twelve vessels were anchored in the Spanish port of Sagua la Grande, Cuba. They were, two ships, two barques, and eight brigs and schooners, all of which were American vessels, with the exception of one, which was a Spanish barque. The wind was not fair for clearing the port, and therefore the "W. H. Chandler" and other vessels were waiting for a change in the direction of the breeze, in order to have an opportunity of putting to sea. Early in the morning a boat was observed by Captain Gage approaching the entrance to the port, having all her sails

CLASS E.

2 G

set, and displaying the British ensign. Once inside, she sailed in the direction of the nearest vessel to her, which was an American full-rigged ship. On nearing the ship, the flag was lowered into the boat, and oars were used instead of sails. When the boat came alongside the ship, she remained there for about half-an-hour, during which time the captain of the "W. H. Chandler" vainly endeavoured either to discern the motions of those on board of either vessel, or explain the nature of the mission of the new arrival.

The time passed away, and the boat left the ship's side to proceed on her cruise. Her next halting-place was alongside another vessel; after which she proceeded to another and another, till she had visited all the ships in the port, with the single exception of the "W. H. Chandler." It was now half-past 6 o'clock in the evening, and Captain Gage by this time felt no small anxiety to know the object of the stranger, and her intentions regarding his own vessel. All her movements were watched from the deck of the "W. H. Chandler;" but every motion of the diminutive little Englishman only tended so far to make the object of her cruise more and more mysterious. As she left the side of one vessel to sail for that of another, up went the English "jack;" and as she approached the ships, the captain of the "W. H. Chandler" noticed that it suddenly disappeared.

The vessel that was lying next to the one commanded by Captain Gage having received a due share of attention from the considerate visitor, she now headed for the "W. H. Chandler," showing that it was not her intention that a single one should remain isolated or forgotten. As she left the side of the ship she had just been alongside, and came bounding quickly towards the barque, Captain Gage, who was seated near the stern on the quarter-deck of his barque, looked out for the hoisting of the "jack;" but the motions of the boat did not seem to be altogether so regularly conducted for the hour or two preceding the present movement, as they had been throughout the early part of the day, and an additional proof to same, which Captain Gage had previously noticed, was now evident, for the British flag was not hoisted on this occasion. On the boat nearing the side of the barque, the captain perceived that she had upwards of twelve men on board; and on their approaching still nearer, he discovered, by their appearance, that they formed part of the crew of a man-of-war; that one of them had on a naval uniform; that the familiar flag was lying there; and, finally, that fire-arms were lying on the bottom of the craft. The boat herself was a long, stoutly-built English "gig." No sooner was she close to the barque, than she lay alongside, and the man in uniform jumped on board the "W. H. Chandler" in the most "rough-and-ready" manner. The mate of the barque, who was standing near the mainmast, said, "Sir, there is a ladder at the other side of the vessel, that you might have used;" but the officer said, "Oh, no matter, no matter;" and then, stumbling a little, as the ripple on the harbour caused the barque to move, and said, addressing those in the boat, "Come on, look sharp;" whereupon uncouth blue-jackets bounced over the bulwarks of the vessel, as so many porpoises would over the foam of one of the billows of their native element. The officer was a stout, red-faced man, about five feet seven inches in height; his uniform was the dull blue cloth jacket and pantaloons of the officers of the British navy; there were strips of gilt lace in different parts of both garments, and two thick gilt cords running over each shoulder from the collar to the socket of the arm. The dress of the seamen was not uniform, but the blue shirt or jacket was visible on every one of them. After the Commander of the party had superintended the transfer of this division of his forces from the boat to the deck of the barque, he said, in a quick tone of voice, which he addressed to the mate, "Are you the captain of this barque?" To which the mate replied, "No, sir;" and then added, pointing to the quarter-deck, where the captain was seated, eyeing closely the motions of the visitors, "there's the captain aft." The Lieutenant then walked up to where Captain Gage was seated, and the following interview took place:—

Officer.—How do you do, Captain?

Captain Gage (rising from his seat).—Well, thank you.

Officer.—Will you give me the use of a light for a few minutes?

Captain Gage.—Certainly.

The captain, having ordered a light to be brought to the visitors, returned to the after part of the vessel, where he was followed by the bearer of the lamp. On entering the cabin for some purpose, it is worthy of note that he was followed thither by the officer of the English navy, without the shadow of ceremony. The captain noticed that the officer had an unusually strong flavour of some intoxicating beverage from his breath, and, therefore, he now asked him if he would have gin instead of water, of which he asked a drink. The lieutenant instantly, and as though by instinct, responded to this, "Yes, yes, I prefer it;" and when the drink had received hasty, but nevertheless thorough consideration, by the British officer, he said, "I want to go below to see what you have on board." Now the captain thought that he should say something, so he asked what the object of visiting his

vessel was. To this the officer replied, that he was an officer from an English man-of-war, and that he had searched all the vessels in the harbour as he was directed.

When below, the officer took a note-book out of his pocket, to which were attached other materials convenient for writing, and he then said, "What is this vessel's name?" "W. H. Chandler," said the captain.

"Who are the owners?" he then asked. "There are a great many owners, so many that I could not begin to tell you their names," replied the captain.

"Can't you tell the name of one of them?" he asked. "Why are you so inquisitive?" returned Captain Gage.

"I am bound to get all these particulars," answered the officer. "I am one of them," remarked the captain.

"Your name?" said the officer. "Albert Gage," returned the captain.

"Where does the vessel hail from?" continued the catechist. "Providence, Rhode Island," returned Captain Gage.

"Is that under the American flag?" inquired the English lieutenant. "Long ago; when I was a boy," the captain informed the examiner, "I learned in geography that it was one of the United States, and the last time I was in Rhode Island it was under the American flag."

"Where is the barque from now?" said the officer. "Sagua la Grande," rejoined the captain.

"Where is she bound to on this passage?" demanded the lieutenant. "New York," answered Captain Gage.

"What does your cargo consist of?" inquired the officer. "Sugar and molasses," rejoined the captain.

With this the conversation ended, and the officer then went about peering in at the cargo in different parts of the ship's hold. Having satisfied himself and his inquisitive propensities, and taken care to note everything down very scrupulously in his memorandum, he returned to the deck. All this time he was accompanied by the captain, who now, also, came on deck. When he arrived in the open light, he asked for the ship's papers, which the captain informed him were at the Consul's on shore, and could be produced if he was very anxious about having them examined. "No, no," said he, "I presume they, like all the rest, are all right." He then said, "Show me your last clearance from an United States' port." The captain then handed him his clearance paper from New York, which he circumspectly examined, and after arriving at the bottom of it he exclaimed, "This is wrong; it has no naval officer's signature affixed to it." Upon this, Captain Gage corrected the officer by showing him the initials, at the end of the document, of the naval officer by whom the paper was signed in New York. Upon this the officer was obliged to admit that he was wrong, after having given the document a more correct, though not less minute perusal.

Everything about the deck of the ship being sharply looked at by the officer, he now said, "Good bye," and got into the boat to take his departure. All the men had taken their seats, and the boat was off, the officer himself saying, "All right." On coming back to the spot where the lieutenant had examined the clearance paper, Captain Gage saw that all was not exactly right, for there lay the visitor's note-book, whose use seemed indispensable to the owner. On making the discovery, the captain hailed the boat, which was still within hailing distance, and she was thereupon put about and returned to the barque. Captain Gage then informed his visitor of the "slight mistake" he thought he had made, when the latter seemed very much astonished at the idea of such a thing, for he would "be d——d but it was the most important thing" he had.

In the meantime, while the captain was engaged with the lieutenant, another conversation was going on between the mate of the barque and the other Britishers. The only thing concerning this conversation which we were able to learn, however, was that the officer and his party were from the British war-steamer "Styx," which was then anchored off the coast of Cuba, about twenty miles from the harbour of Sagua la Grande, whence the officer, who was second lieutenant of the "Styx," and his party of twelve men, had come the same morning. The cove where the "Styx" was anchored, near Sagua la Grande, is called Key Christo.

When the Port Captain of Sagua la Grande and the other authorities of the place heard of the cruise of the British boat, they expressed much indignation at such strange proceedings on the part of the British naval officers.

Next morning the Port Captain called a meeting of the captains, whom he requested to sign their names to a protest, which he had already drawn up, concerning the matter, and which he intended to submit to the proper authorities. Captain Gage was one of

those who signed their names to this protest, and it was signed by every captain whose vessel had been searched.

The captain had conversation with the other captains subsequently to the searching of their vessels, and he was informed by all that a rigorous search of their vessels had been made, and the officer even went so far, in some instances, as to bore casks with an augur, in order to make the search unusually strict. In some vessels the bearing of the officer was more than imperious—it was insolent and commanding. When he arrived at the brig “Scorn,” of Boston, there was no officer on board, except the second mate. He ordered him to hoist his flag, and added that he should have done it before when he saw an English man-of-war boat approaching with her colours flying. The captain was also informed that on every vessel he visited he drank rum, brandy, gin, or some other such beverage.

The above account is taken from the information which we received from Captain Gage, and the story needs no comment to explain the quality of its atrociousness.

The ink was scarcely dry that recorded in the columns of the “Herald” the outrage committed by the “Styx” on the schooner “Mobile,” when we received the intelligence of this affair, and though the first was of a startling and unusual nature, we were not prepared to hear, so soon in its wake, of this second, and, if possible, more unusual and startling outrage. The British officer informed the “Mobile” that he had received instructions to search every vessel off the coast of America or Cuba, and he appears to be more than strict in the carrying out the duty with which he has been entrusted.

Our Havana Correspondence.

Havana, May 9, 1858.

BRITISH OUTRAGES AT SAGUA LA GRANDE.—I have again to notice unpleasant rumours in relation to the conduct of British cruisers in these waters, with the remark that we have not a single metallic messenger, at this writing, along the coast.

One of the gun-boats, under the command of Lieutenant Vesey, visited Sagua la Grande last week, and boarded every vessel in that port loading for ports of the United States and Europe. Is it likely that vessels taking in hogsheads of sugar are going to take them to the coast of Africa for a market? It seems as if ignorance, associated with official dignity, had determined to punch Brother Jonathan in the side until he would be compelled to give a kick. The facts will be made known in a few days.

In relation to the brig “Cortes” there was no discrepancy in the testimony of sailors or passengers, and there is yet to be shown the first shadow of cause to justify the seizure, unless the intoxication of the captain of the gun-boat may make it; and the facts of notoriety made for excuse of the conduct are not true, as stated. These things are to be regretted, but the cure of the evil will not be attained by concealment of the facts.

No instructions have been given to the British cruisers here, I presume, to make a general assault upon the commercial marine of the United States.

If the officers of the home squadron are not afraid of Yellow Jack, perhaps it would be decent to have a vessel or two here; anything small—the “Vixen” or “Fulton”—would be quite enough for the eighteen gun-boats.

Havana, May 9, 1858.

THE BRITISH OUTRAGES ON THE SCHOONER “CORTES.”—The affair with the schooner “Cortes” is much more serious than, from the representations first made to me, I had been led to believe. According, as I have since been told, to the oaths of seven persons, part of whom were passengers on board the “Cortes,” taken at the United States’ Consulate in this city, the captain of the British cruiser was drunk when he boarded the “Cortes.” That having taken copies of her papers he induced her captain to go on board the cruiser with him; that when they returned to the “Cortes” both were considerably excited; that the British captain then denied having seen any papers at all on board the “Cortes,” even refusing to return the passports of the passengers, which had been handed to him for examination.

The captain of the American barque “Glenburn,” which arrived some days since from Antwerp, deeply laden with machinery, &c., also complains of having been boarded by a British cruiser off the coast of this island, and states that in reply to his question, “Did his vessel look like a slaver?” the British officer who boarded him said, “No, but

the orders they had received at Jamaica were, that they were to board all vessels they met with on this coast."

John Bull would appear to have forgotten the lessons he has been already taught by the United States, and it may possibly be considered requisite to repeat them, so that he may be induced to assume a more staid demeanour, so much more suitable to a person of his age, than the tricks he has recently been carrying on, and which, indeed, are no longer to be put up with without a something more pungent than sharp words.

No. 316.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, June 4, 1858.

I INCLOSE, for your Lordship's information, the accompanying extract of a letter from Commodore Kellett to the Secretary to the Admiralty,* which has been communicated to me by the Board of Admiralty, from which it will be seen that the schooner "*Cortes*," recently captured by a British cruiser off the coast of Cuba for being engaged in the Slave Trade, had neither colours nor papers when boarded and taken by the British cruiser.

I am, &c.
(Signed) MALMESBURY.

No. 317.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, June 4, 1858.

I HAVE received your Lordship's despatch of the 11th ultimo, transmitting copies of a note, and its inclosures, addressed to you by General Cass, complaining of the proceeding of the Commander of Her Majesty's ship "*Styx*" in bringing-to and boarding the American merchant-vessel "*N. B. Borden*" off the coast of Cuba; and, in reply, I have to instruct your Lordship to state to the American Minister that inquiries will be immediately made respecting the occurrences of which his Excellency complains.

Although it is notorious that the American colours are often hoisted by vessels which have no right to bear them, and whose assumption of that nationality can only be detected by due investigation, Her Majesty's Government would regret if the attempt to put an end to such a fraudulent adoption of the American flag should entail inconvenience on those who are entitled to carry it, or cause loss or annoyance to those who are engaged in legitimate trade.

The verification of the flag by the production of a ship's papers would scarcely appear to be open to any such objection, and in such an opinion the American Government must be considered to coincide, as it appears from the report of the Commander of the United States' ship "*Dale*" to the Commander-in-chief of the American naval forces on the coast of Africa, communicated to the Senate by the President in answer to their Resolution of the 19th January, 1858, that the right of visit for the purpose of verifying the flag is one which they have themselves asserted and enforced.

And you will inform his Excellency that the Commanders of British cruisers who, in the execution of their duty, may have to ascertain the right of merchant-vessels to hoist particular colours, are most strictly enjoined to perform that duty with all due courtesy and consideration.

Mr. Dallas has laid before me some papers, being affidavits made before the United States' Consuls upon these subjects, and he does not appear satisfied that I have not at once made some positive declaration with respect to the charges therein contained, and to the future action of Her Majesty's Government.

You will explain to General Cass that, as we have only received these *ex parte* depositions, Her Majesty's Government must, in common justice, first await the result of the investigation which they have instructed the proper authorities to make on these unfortunate occurrences, and that Her Majesty's Government, ever anxious to maintain the most

* Class A, No. 180.

friendly relations with the United States, will always adhere strictly to International Law and to the terms of their Treaties with that State, and visit with displeasure any public officer who ventures to infringe them.

I am, &c.
(Signed) MALMESBURY.

P.S.—You will read this to General Cass, and leave his Excellency a copy.

M.

No. 318.

Lord Napier to the Earl of Malmesbury.—(Received June 7.)

My Lord,

Washington, May 25, 1858.

I LEARN from General Cass that a vessel has been fitted out at Charleston for the embarkation of free black apprentices on the coast of Africa. The owners applied for the usual clearance papers to the Federal authorities of the port; the papers were refused, and the question of the legality of the trade referred to Washington.

The Attorney-General has not yet given his decision, nor did the Secretary of State express any definitive opinion. I observed, however, that he inclined to believe that Africans could not be imported into the United States under the form proposed, without a violation of the Federal laws.

I have, &c.
(Signed) NAPIER.

No. 319.

The Earl of Malmesbury to Lord Napier.

(Extract.)

Foreign Office, June 11, 1858.

I INCLOSE a copy of a despatch from Mr. Campbell, Her Majesty's Consul at Lagos,* reporting the capture by Commodore Wise, of Her Majesty's ship "Vesuvius," of a vessel without any national papers, called the "Marshall," which had fraudulently assumed the American flag.

No. 320.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, June 15, 1858.

I INCLOSE, for your Lordship's information, the accompanying copy of a despatch from Governor Hill to Lord Stanley, which has been communicated to this Department by the Colonial Office, announcing the arrival at Sierra Leone, for adjudication, of three vessels captured with slave equipments, two of which are supposed to be American.

No detailed report as to the circumstances under which these vessels were captured has been received from the coast of Africa, but this may be accounted for by the loss of the mail-packet which was due in this country last month.

I am, &c.
(Signed) MALMESBURY.

* No. 9.

Inclosure in No. 320.

Governor Hill to Lord Stanley.

My Lord,

Government House, Sierra Leone, May 11, 1858.

I HAVE the honour to inform your Lordship that the following vessels engaged in the Slave Trade have been sent up here for adjudication :—

A schooner, Spanish-built, and having no national flag, taken off Cape Verga by Her Majesty's steam-sloop "Alecto," Commander Hunt, on the 15th April, 1858, without slaves, but equipped for the Slave Trade ;

A brigantine, American-built, named "Robert M. Charlton," but having no national flag, taken off Black Point, on the 22nd March, 1858, by Her Majesty's steam-ship "Medusa," Commander Bowden : no slaves, but with slave-equipment ;

A barque, American-built, named "Minnetonka," but having no national flag, taken off Banda Point, on the 19th April, by Her Majesty's brig "Heron," Commander Truscott ; no slaves, but with slave-equipment.

I have, &c.

(Signed) STEPHEN J. HILL.

No. 321.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, June 18, 1858.

I INCLOSE, for your Lordship's information, the accompanying extracts from the log of Her Majesty's gun-boat "Jaseur,"* which has been communicated to me by the Board of Admiralty, showing the names of the vessels boarded by her whilst cruising off the coast of Cuba, between the 17th of February and 14th of May last.

I am, &c.

(Signed) MALMESBURY.

No. 322.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, June 21, 1858.

I INCLOSE, for your Lordship's information, the accompanying extracts of a letter from Commodore Wise to Rear-Admiral the Honourable Sir F. W. Grey,† which have been communicated to me by the Board of Admiralty, giving the particulars of the capture of two vessels, equipped for the Slave Trade, supposed to be American, but without papers or colours, viz., the "Almeida," of New York, and the "Robert M. Charlton."

Your Lordship will perceive that the "Robert M. Charlton" is one of the vessels whose arrival at Sierra Leone, for adjudication, was reported in a letter from the Governor of that Colony, of which a copy was inclosed in my despatch of the 15th instant.

I am, &c.

(Signed) MALMESBURY.

No. 323.

Lord Napier to the Earl of Malmesbury.—(Received June 21.)

My Lord,

Washington, June 8, 1858.

I HAVE thought it right to communicate verbally to the Secretary of State the inclosed extract of a letter from Her Majesty's Consul-General in Cuba, in which he refers to a statement of the late United States' Consul in that island.

Mr. Blythe affirms to Mr. Crawford that he had represented in the strongest terms to the Department of State, the objectionable practices of American citizens in connection with the Slave Trade, and that he had suggested measures calculated to correct the evils attending the fraudulent transfer of American vessels in Cuba, demanding at the same

* Class A, Inclosure in No. 181.

† Ibid., No. 119.

time authority to visit all ships under the United States' flag suspected of being about to engage in the piratical Traffic. To neither of these applications had he received any answer.

General Cass was under the impression that no such remarks had been addressed to him, but on consulting the Assistant-Secretary of State, Mr. Appleton stated he believed that the representations of the Consul in regard to the transfer of ships at Cuba had been referred, without any result however, to the Attorney-General; and in reference to the power of inspecting vessels nothing had been done, General Cass being under the impression that the American Consul had authority, in conjunction, at least, with the local police, to visit suspected vessels of his country in Spanish ports.

I have, &c.
(Signed) NAPIER.

Inclosure in No. 323.

Consul-General Crawford to Lord Napier.

(Extract.)

Havana, May 22, 1858.

CONSUL BLYTHE, of the United States, who has just left this, informed me that he had in the strongest manner represented these objectionable practices of his countrymen to his Government. He had asked that American vessels sold here should not be allowed to retain their American registers, but should be obliged to give bond, to the Consul's satisfaction, even if sold here to an American citizen, that, leaving Cuba under a sailing-letter, they should proceed to a port in the United States, to be registered *de novo*.

He also asked for authority to visit all American vessels which he might have reason to suspect as being about to engage in slave-trading, whilst in port, and previous to their putting to sea; but to neither of these applications did he receive any answer, and so he had no authority to interfere with, or hinder, the abuse of the American flag by its being devoted to the purpose of slave-trading, which he saw was going on to an almost unlimited extent.

No. 324.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, June 25, 1858.

WITH reference to your Lordship's despatch of the 8th instant, I inclose for your information a copy of a letter which I have addressed to Mr. Dallas, the United States' Minister at this Court, requesting him to recall the attention of his Government to the communication made by Mr. Blythe, the United States' Consul at Havana, to the Department of State at Washington, on the subject of the objectionable practices of American citizens in connection with the Cuban Slave Trade.

I am, &c.
(Signed) MALMESBURY.

Inclosure in No. 324.

The Earl of Malmesbury to Mr. Dallas.

Sir,

Foreign Office, June 24, 1858.

I HAVE the honour to transmit to you the accompanying copy of a despatch which I have received from Lord Napier, Her Majesty's Minister at Washington, inclosing an extract of a private letter addressed to his Lordship by Her Majesty's Consul-General in Cuba.*

It will be seen from these papers that Mr. Blythe, the United States' Consul at Havana, has represented in the strongest terms to the Department of State at Washington, the objectionable practices of American citizens in connection with the Cuban Slave Trade, and that he has suggested measures calculated to correct the evils attending the fraudulent transfer of American vessels to Cuban slave-traders; and further, that he has demanded

* No. 323 and Inclosure.

authority to visit all ships under the United States' flag suspected of being engaged in the Slave Trade.

But you will see also, from what passed at the conversation between Her Majesty's Minister and General Cass, that no steps have been taken for giving effect to the suggestions of Mr. Blythe, or to furnish him with the authority which he asked for, of inspecting American vessels.

The subject, however, is one of so much importance, as striking at the root of the Cuban Slave Trade, that I request you will be good enough to recall the attention of your Government to the communications of Mr. Blythe, and that you will express the earnest hope of Her Majesty's Government that the Government of the United States will give a substantial proof of their desire to put a stop to the Cuban Slave Trade, by furnishing their Consular authorities in Cuba with the power necessary to enable them to prevent vessels that may have been fraudulently transferred to the slave-traders, from leaving the ports of that island with their American papers, and under American colours, and also to enable them to deal with American vessels that may be suspected of being about to engage in the Slave Trade.

I am, &c.
(Signed) MALMESBURY.

No. 325.

Lord Napier to the Earl of Malmesbury.—(Received June 28.)

My Lord,

Washington, June 10, 1858.

I HAVE the honour to report to your Lordship, with reference to my despatch of the 7th instant, that General Cass yesterday informed me that the Government of the United States had on several occasions remonstrated with the Government of Spain respecting the continued prosecution of the African Slave Trade in the Spanish West Indian Colonies.

The Secretary of State offered to furnish me with a note of the dates at which these representations were made. It will be my duty to forward this memorandum to your Lordship as soon as I receive it.

I have, &c.
(Signed) NAPIER.

No. 326.

Lord Napier to the Earl of Malmesbury.—(Received July 5.)

My Lord,

Washington, June 21, 1858.

IN conformity with your Lordship's instructions, I waited upon General Cass this forenoon for the purpose of presenting him with a copy of your despatch of the 4th instant, conveying the views of Her Majesty's Government with reference to the detention of American vessels in the Gulf of Mexico.

Before I had time to make the communication referred to, General Cass hastened to inform me that he had just received very gratifying intelligence from Mr. Dallas. He then showed me a Minute drawn up by your Lordship, embodying the substance, or the conclusions, of a long conversation which you had held with the American Minister on the 8th instant, to the effect that Her Majesty's Government adhered to the general principles of maritime law asserted by General Cass; that they did not defend the recent actions of British officers, if correctly reported; and that, pending the negotiation of some means for the verification of the nationality of vessels, orders had been issued for the discontinuance of the search of American ships.

General Cass also permitted me to read a portion of the despatch accompanying this document, in which Mr. Dallas congratulated himself and his Government on what he deemed to be a change in the sentiments of Her Majesty's Government on the question under discussion, since that discussion was opened in London.

I then read to General Cass your Lordship's instruction, and placed a copy of it in his hands: remarking that, although not so expressly favourable as the Minute above mentioned to the views of the United States, it referred to further intelligence to be obtained from English sources, and would not have borne the character of a definite reply, even if it had not been superseded by the subsequent assurances made by your Lordship to

CLASS B.

2 H

Mr. Dallas, which might be considered to contain a more matured expression of opinion on the part of Her Majesty's Government.

General Cass expressed his satisfaction with the tenour of your Lordship's remarks to Mr. Dallas, and his confidence that the questions at issue would be amicably adjusted. He did not state his approval of the arrangement indicated by your Lordship as having been entered into with France; nor did he, on the other hand, exclude the practicability of some measure being contrived for the verification of the right of merchant-vessels to the colours which they display.

I did not fail to call the attention of General Cass to the exercise of the right of visitation or inquiry by Commander Mc Blair, of the United States' ship "Dale," in the case of the French brig "Merle," as reported in the documents presented to the Senate.

The Secretary of State admitted that American officers might occasionally practise what he termed "Quarter-deck Law," but the right was not claimed by the United States, nor would the conduct of an officer acting thus be approved.

I have, &c.
(Signed) NAPIER.

No. 327.

Lord Napier to the Earl of Malmesbury.—(Received July 5')

My Lord,

Washington, July 21, 1858.

I HAVE thought it right to read to General Cass the extract of Commodore Kellett's letter to the Admiralty, transmitted in your Lordship's despatch of the 4th June, reporting that the "*Cortes*" had been captured, without papers or colours, and fully equipped for the Slave Trade.

The Secretary of State admitted, as he had done before, that some misstatement or exaggeration might have occurred in the accounts circulated, and that there was, indeed, strong reason to suspect the "*Cortes*" of being a slaver. He allowed, also, that the depositions made before the American Consul were by persons of suspected character, and were of an improbable nature.

I have, &c.
(Signed) NAPIER.

No. 328.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, July 9, 1858.

I TRANSMIT herewith, for your Lordship's information, copies of reports from Commander Vesey, of Her Majesty's steam-sloop "*Styx*," which I have received from the Lords Commissioners of the Admiralty, respecting the proceedings of Her Majesty's cruizers on the coast of Cuba.

I also inclose a copy of the sentence pronounced in the Vice-Admiralty Court of Jamaica, in the case of the schooner "*Cortes*," captured by Her Majesty's gun-boat "*Forward*."

I am, &c.
(Signed) MALMESBURY.

Inclosure 1 in No. 328.

Commander Vesey to Commodore Kellett.

(Extract.)

"*Styx*," off Havana, March 23, 1858.

YESTERDAY I wrote to you by "*Jasper*," informing you of the detention of a Spanish schooner, with casks on board; and also of a ship, name and nation unknown, but fully equipped for the Slave Trade, and with a large sum of money on board.

As I was much pressed for time, I could only tell you our movements, and was unable to enter into details; I will, therefore, do so now. I found much difficulty in procuring water at Matanzas, as the heavy weather prevented our boats going up the river; and as the ship was detained in consequence, I went to Havana by train for the

purpose of communicating with the Consul-General. I also visited the Governor of Matanzas and the Captain of the Port.

I am informed that the Spanish men-of-war have released 7,050 slaves within the last year, and that five detained vessels are now lying in Havana. The Spanish men-of-war are nearly all laid up now, in consequence of the hard work; and the Slave Trade is going on more actively than ever.

An American brigantine sailed from Havana last week; an American barque and brigantine, a Spanish barque and brigantine, are now fitting out, besides others, I believe, of which I have no information. That all this can be done without the knowledge of the Spanish authorities, is impossible; and of the open manner in which the ship captured by us and the "Jasper" must have been fitted, you can judge when you see her.

I think there are no slavers fitting at Matanzas. Vessels, of course, fit in the smaller ports, but we know little of them. On the south side the importation of slaves is ceasing at St. Jago de Cuba, as planters are selling off and leaving, in consequence of the frequent earthquakes. On the north side, slaves are landed at St. Juan de los Remedios, at the cays in the Bahama Channel, and at Sivisa Cay, in the Colorados; but, of course, many slavers land where they can.

Small slavers, I believe, land their own cargoes; larger ones, like our capture, at neighbouring cays, whence they are brought in droghers. Landing the Bozals, as the new slaves are called, is a difficult matter, for the country people come down and carry them off, and the importers are afraid to claim them, as they have no papers to show, and as the Government would seize on a slave that could not speak Spanish. A good slave is now worth 1,500 dollars, and a household one, 2,000 dollars.

Inclosure 2 in No. 328.

Commander Vesey to Commodore Kellett.

(Extract.)

"Styx," off Havana, April 17, 1858.

THERE are at present about nine slavers in Havana, but they do not seem inclined to start; all but two are under American colours, and they seem generally to go to Cay West to take in the cargoes for the coast.

Inclosure 3 in No. 328.

Commander Vesey to Vice-Admiral Sir H. Stewart.

(Extract.)

"Styx," at Sea, Lat. 23° 21' N., Long. 31° 23' W.,
May 1, 1858.

HER Majesty's gun-boat "Forward" has detained the "Cortes," a beautiful schooner of about 170 tons, and fully equipped for the Slave Trade.

Lieutenant Davies having omitted to send an important witness in the "Cortes," I have dispatched the "Forward" to Port Royal.

The "Cortes" passed this ship in the night, and if the wind had not been light would have escaped the "Forward," as she is said to be the fastest vessel that ever left Havana.

Slavers are running in great numbers, and the Trade was never so active as now; it is, however, very difficult to detain the American vessels, and many give us the slip.

Inclosure 4 in No. 328.

Commander Vesey to the Secretary to the Admiralty.

Sir,

"Styx," off Havana, May 29, 1858.

IN compliance with the instructions, I have the honour to inclose a copy of my letter to Commodore Kellett, C.B., reporting the cases of vessels boarded under suspicion of fraudulently assuming the flag to which they were not entitled.

I have called off Havana for the express purpose of sending it by the first opportunity.

I am, &c.
(Signed) C. VESEY.

Inclosure 5 in No. 328.

Commander Vesey to Commodore Kellett.

Sir,

"Styx," off Havana, May 27, 1858.

IN compliance with my Instructions for the suppression of Slave Trade, I have the honour to inclose reports of vessels boarded under suspicion of fraudulently assuming a flag to which they were not entitled, and who have threatened to report the circumstance to their respective Governments.

The American schooner "N. B. Borden," of Fall River, was boarded on the 21st of March, and I made no special report at that time, as the master parted apparently on good terms with us, even offering a present to the boarding officer; and it is only through the American papers that I have been made aware of a complaint being lodged.

I had made no special entry about her, and the officer who boarded her being at this time away in a prize, I am unfortunately only able to give his verbal report to me.

I have to remark that from the number of vessels I have strong reasons to suspect, I am obliged to be continually boarding, and the work is so harassing that I can only spare one officer, and one petty officer at a time as a witness; and further, that from the number of vessels fallen in with, it would be almost impossible for me to send a special report in each case. I therefore only send reports of those cases where vessels have threatened to complain; and I beg leave to state that the utmost moderation has been observed by me in these cases; a trustworthy officer being sent, the instructions strictly complied with, and, in all cases, an offer made to note in the log all that has occurred.

I believe that a combination has been entered into at Havana by the masters of American merchant-vessels for the purpose of getting one of the commanders of the English cruisers removed, and thereby deterring others from boarding suspected vessels bearing an American flag. They believe that, if successful in this, they will obtain the whole of the slave-carrying trade to Cuba, and reap enormous profits with impunity.

That vessels are now running under the American flag is proved by the schooner "Cortes" (detained by "Forward") having an American flag, which she hauled down, and also having an American master.

Also, within the last week, the brigantine "Huntress," of Charlestown, from Matanzas, was chased in among the reefs off Key West: she was detained there for violating the customs laws, when her master deserted, and she was then found to be equipped for the Slave Trade. I have also before sent in a list of suspected vessels, nearly all under American colours, but most of whom in reality have false papers, and belong to Spaniards. From what I have ascertained since I have been here, I can state with confidence that in a short time nearly every slaver will run under the protection of the American flag, and that it will be almost impossible for Her Majesty's cruisers to detain them, as they will all clear with legal cargo stowed over the other.

From the great increase in the American West India trade we are brought in contact with vessels of that nation much more than formerly, and the position of the commanders of vessels cruising is rendered very difficult.

In stating my own case, I have only to say that I wish to carry out my instructions faithfully, and have always endeavoured to perform this disagreeable duty with the utmost moderation: the best proof that I can offer of my having done so, is by showing that on this cruise I have boarded 116 vessels, 61 of them Americans, and that one of the complaints is from a vessel whose master made nothing of it at that time, and another is from a vessel which was brought-to, but not boarded.

I am, &c.
(Signed) C. VESEY.

Inclosure 6 in No. 328.

Report.

IN the case of the American schooner "N. B. Borden," of Fall River, bound from Matanzas to Savannah, with molasses. Boarded March 21, 1858.

At 11:14 got up steam to chase several suspicious-looking vessels, being in-shore.

At 3 P.M. a rakish schooner, under a press of sail, answering the description of one suspected, attempted to cross our bows, and get to windward, she being on the port tack. Fired two blank guns in succession, on which she hoisted American colours, but still kept on in a most suspicious manner. Fired two shotted guns in succession under her stern, on

which the schooner hove-to. Sent on board Mr. Nicholetts, mate : one Lieutenant being sick, and the other recovering from a fever.

On Mr. Nicholetts' return, he informed me that the master asked him what we meant by firing those "God-damned balls" across his stern, and thereby frightening his family : that he had returned a civil answer, and told the master we had mistaken his vessel for another, and that no annoyance was meant : that the master at first was much excited, and said that he could eat our boat's crew, but afterwards calmed down, and forced some cigars upon him as a present.

The "N. B. Borden" was not detained more than five minutes.

(Signed) C. VESEY, *Commander*.

Inclosure 7 in No. 328.

Report.

IN the case of the "Mobile," American schooner, of New York. Boarded April 29, 1858.

Extract from log, April, 29, 1858 :—

At 1:30 P.M., trimmed : 2, bore-up to close a schooner ; fired a musket to make her show her colours : 2:5, fired a musket : schooner showed American colours ; fired a musket ball-cartridge to make her heave-to : 2:15, fired a musket ball-cartridge ; schooner shortened sail. 2:20, fired a musket ball-cartridge ; schooner partly hove-to. Boarded the American schooner "Mobile," of New York.

The captain of schooner was very insulting to boarding-officer. I have the honour to inclose the boarding-officer's statement, and have to remark that I can rely upon his discretion and command of temper.

The "Mobile" was boarded in consequence of her very suspicious movements, and the ball-cartridge were fired by the gunner of the ship, in my presence, he having strict orders from me to fire high. She was not struck by them, and had no men aloft at the time.

I was unable to bring her to without firing, as our steam was not up, and the breeze strong : she would not shorten sail, though I waived, hailed, and squared the main-yard several times.

She had so much way on when boarded that our boat was damaged. Our colours were flying for more than half-an-hour before she was boarded, and could easily have been seen.

Detained ten minutes, partly by her own fault.

(Signed) C. VESEY, *Commander*.

Inclosure 8 in No. 328.

Lieutenant Gould to Commander Vesey.

Sir,

"Styx," at Sea, May 25, 1858.

IN compliance with your orders on the 29th April last, between the hours of 2 and 3 P.M. I proceeded in the ship's cutter to board the American schooner "Mobile."

I beg to represent that a delay of several minutes was caused by the captain of the "Mobile" not keeping his vessel to the wind, and thereby giving the cutter a much greater distance to pull than necessary ; and no rope or any assistance was offered to the boat in going alongside, although the schooner was moving very fast through the water.

The moment the cutter reached the "Mobile," I climbed up the side by the rigging-plates, and jumped on board : asked one of the crew if I could see the captain, whom he pointed out to me standing abaft. I then went to him with the boarding-book, and asked the usual questions put to captains of merchantmen. His answers were made in a very disrespectful manner, and very loud tone of voice, although I was close to him ; and he made several impertinent remarks quite uncalled-for, and thought the steamer was a "God-damned pirate ;" and that he had been fired into, which I denied. I told him that our main-yard had been squared, and the ship hove-to for several minutes, and several blank musket charges fired to call his attention, and a cutter manned ready for lowering ; that he must have known we wished to communicate, and he ought to have brought his vessel to, but, from continuing his course, and apparently taking no notice, a rifle-ball was fired

towards his vessel, but over and wide. This he declared was false, and said, had he the means of returning it, he would, "by God!"

I then said I should be glad if he would quietly show his papers, and requested him not to cause more delay than necessary for their examination. At first he appeared to hesitate in producing the documents, and I repeated the request. He then went to his cabin, and made several more remarks connected with the ship, and said we had no authority to bring him to.

I followed him into his cabin. He opened a tin-box containing his papers, and handed them to me. He then said he supposed I took him for a "God-damned slaver," which he had been formerly, and would be again, but guessed I was mistaken this time. He then became so enraged that he could not speak, stamping upon the deck, and one of his children ran to him crying, and requested him to be quiet.

I told him it was impossible to examine his papers whilst his behaviour was such; and after a few minutes' more delay, I continued the examination. Being quite satisfied that they were correct, I laid them on the table, and told him he had caused much delay; all that was required could have been done in five minutes.

He said he did not believe we were a man-of-war. I told him to look at the pennant. He said he did not care a "damn:" he would hoist one himself. I told him if he did I would haul it down.

I was about to return to the boat when he ordered the mate to fill immediately, but he did not obey the order until the cutter shoved off.

I have, &c.
(Signed) WM. HY. GOOLD.

Inclosure 9 in No. 328.

Report.

IN the case of the American brigantine "Tanner," of Brook Haven, hailed May 14, 1858.

Extract from log :—

At 1:30 P.M. trimmed, drew the fires forward, and got the steam up; 2:30, shortened sail and proceeded in chase of a brigantine; altered courses requisite in chase: 4:30, passed a Spanish line-of-battle ship and two frigates steering to the westward. Brigantine showed American colours; fired a blank cartridge to make her heave-to; 4:40, fired a shot astern; 4:45, fired a shot; 4:50, brigantine hove-to; 5, spoke the brigantine "Tanner," from New Orleans to Boston.

Remarks :—When first observed she was under easy sail; our colours being shown, she shortly afterwards hoisted the American flag, and made sail, apparently endeavouring to escape.

The breeze being strong, she gave us a long chase to windward, and took no notice of our blank cartridges. A shotted gun was then fired, when she hauled down her main-topmast staysail, but hoisted it immediately. A second shot sent nearer made her heave-to.

She was detained ten minutes from the time of her heaving-to. I did not board, as I saw white women on board.

(Signed) C. VESEY, *Commander.*

Inclosure 10 in No. 328.

Sentence in the case of the Schooner "Cortes."

In the Vice-Admiralty Court of Jamaica.

AT a Court holden at the town of Saint Jago de la Vega, in the Island of Jamaica, on Friday, the fourteenth day of May, in the year of our Lord one thousand eight hundred and fifty-eight, before the Worshipful Bryan Edwards, Esquire, Judge and Commissary of the Vice-Admiralty Court of Jamaica, lawfully constituted and appointed.

Our Sovereign Lady the Queen against the schooner or vessel called the "*Cortes*," nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, taken and seized by Henry Davies, Esquire, Lieutenant and Commander of Her Majesty's steam gun-boat "*Forward*."

In pain of parties cited not appearing, Heslop, Attorney-General, referred to the monition heretofore brought in duly executed, and also to the affidavit of Jabez Henry William Rowlett, second master of and belonging to Her Majesty's steam gun-boat "Forward," heretofore exhibited and remaining in the Registry of this Court, and to the application of Henry Kellett, Esquire, Companion of the Bath, Commodore, and senior naval officer at the time on this station, of date the twelfth day of May, one thousand eight hundred and fifty-eight, also remaining in the said Registry.

- The Judge, at his petition, having heard the said affidavit read on his motion as counsel on behalf of Her Majesty by interlocutory decree, pronounced the said schooner or vessel "*Cortes*," nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, to have been at the time of the seizure thereof equipped for and engaged in the Slave Trade, and employed in the illegal transport of negroes or others, for the purpose of consigning them to slavery, and as such, by virtue of the statute or statutes in such case made and provided, or otherwise, subject and liable to forfeiture and condemnation to our Sovereign Lady the Queen, her heirs and successors, and condemned the said schooner or vessel "*Cortes*," nation unknown, her tackle, apparel, and furniture, and the cargo laden therein, and brought to Jamaica accordingly.

And further pronounced that the said cargo should be sold, and that the said schooner or vessel should be broken up and be entirely demolished, and that the materials thereof should be sold in separate parts, as in and by law in such case made and provided, on or after the first day of July, in the year of our Lord one thousand eight hundred and fifty-eight, unless in the meantime the said schooner or vessel shall be taken into Her Majesty's service, upon payment of such sum as the Lords Commissioners of the Admiralty shall deem a proper price for the same, there being at present on this station no officer authorized to determine whether the said schooner or vessel will or will not be required for Her Majesty's service.

No. 329.

Lord Napier to the Earl of Malmesbury.—(Received July 11.)

(Extract.)

Washington, June 27, 1858.

ON the 25th instant I received letters from Vice-Admiral Sir Houston Stewart, which enabled me to communicate verbally to the Secretary of State an extract of an instruction addressed by the Admiral to Commodore Kellet, for his guidance on the coast of Cuba, as well as some passages from the correspondence of Commander Peel, of the "*Buzzard*," placing his conduct in reference to the American vessel "*Clarendon*," in a very different light from that in which it was exhibited by the newspapers.

Inclosure 1 in No. 329.

Commander Peel to Vice-Admiral Sir H. Stewart.

"Buzzard," at Sea, Lat. 23° 12' N., Long. 80° 5' N.,

June 5, 1858.

(Extract.)

ON the afternoon of the 2nd of May, on my way to Lobos Cay for the purpose of landing there materials for erecting a light-house, I observed a large vessel lying just inside the white water, and supposing the vessel to be on shore, I immediately bore up for the purpose of rendering assistance had it been required. On closing the vessel I hoisted colours and anchored near her, distant about 400 yards, she being from two to three miles outside any cay, and at a very unsafe and exposed anchorage. The vessel having hoisted no colours, I sent a boat on board to ask the master if he would hoist them: he in a most insolent manner refused. The officer then returned to the "*Buzzard*" and reported to me what had occurred; I then went on board the vessel myself, accompanied by Mr. Akaster, master, when the refusal to hoist the colours was still persisted in, and I was told by the master of the merchant-ship that "if I wanted to see them I had better go aft and see them on the deck:" this I of course refused to do. I then said, "As I see no Spanish flag on any cay, nor any Spanish authority to whom I can report you, I consider it my duty to make you hoist your colours," which, after a great deal of demurring, was done. She proved to be the "*Clarendon*" of New York.

Inclosure 2 in No. 329.

Commander Peel to Vice-Admiral Sir H. Stewart.

(Extract.)

"Buzzard," June 9, 1858.

THE ship "Clarendon" was in no port whatever; the officer never proceeded to the cabin or went off the quarter-deck. He did not command, but civilly asked for the colours to be hoisted. The papers were never asked for. The "Buzzard" never fired either blank or shot near or at the "Clarendon." Captain B., as he is called in the papers, never asked me to go into the cabin, and no officer of the "Buzzard" ever moved an inch abaft the mainmast. I had no pistol nor any arms besides my sword, which I never attempted to draw: no force was used, nor did any foremast-man of the "Buzzard" ever go on board the said ship.

No. 330.

Lord Napier to the Earl of Malmesbury — (Received July 17.)

(Extract.)

Washington, June 30, 1858.

IN my despatch to your Lordship of the 25th May last, I reported that the Secretary of the Treasury had under his consideration an application from a house in Charleston to clear a vessel at that port for the coast of Africa, for the purpose of taking on board African emigrants, and returning with them to the United States.

Her Majesty's Consul at Charleston has already forwarded to your Lordship the able and conclusive opinion of Secretary Cobb, in which the illegality of such a Traffic, under the laws of the United States, is clearly demonstrated.

A second application has since been made, with a view to ascertaining whether vessels of the United States could lawfully embark African emigrants and convey them to a foreign country, there to be held to service or labour.

Secretary Cobb, in the accompanying letter addressed to the Collector at Charleston, under date of the 18th instant, has ruled that the proposed transaction cannot be permitted. He refuses to sanction the delivery of clearance papers to a vessel engaged to carry apprentices from the coast of Africa to Cuba, affirming, without entering upon any analysis of the law, that the Government of the United States does not recognize the distinction between the Slave Trade so termed and the Slave Trade under the name and form of apprenticed Africans.

Inclosure 1 in No. 330.

Mr. Cobb to Mr. Colcock, May 22, 1858.

[See Inclosure in No. 365.]

Inclosure 2 in No. 330.

Mr. Cobb to Mr. Colcock.

Sir,

Treasury Department, June 18, 1858.

THE application for the clearance of the ship "Richard Cobden," F. W. Black, master, for the coast of Africa, for the purpose of taking on board a cargo of African apprentices and of returning with the same to the Island of Cuba, has been before me for several days. The pressure of business in the office, consequent on the adjournment of Congress, has prevented an earlier reply.

The application is for the same vessel that recently applied for a clearance to bring a cargo of African emigrants to some port in the United States.

I have no hesitation in saying that the clearance should not be granted. It is true that the Acts of Congress in reference to bringing negroes from Africa into the United States are more stringent and comprehensive than the former provisions of law against the Slave Trade with other countries; a fact upon which I commented in my letter to you of the 22nd ultimo, in reply to my former application for the clearance of the "Richard

Cobden." It would seem that the present application is made upon a supposed difference between the Slave Trade, so named, and the Slave Trade under the name and form of apprenticed Africans. This Government does not recognize that distinction.

I am, &c.
(Signed) HOWELL COBB.

No. 331.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, July 16, 1858.

I TRANSMIT to your Lordship herewith, for your information, a copy of a letter from the commander of Her Majesty's ship "Conflict" to the Secretary to the Admiralty,* which has been communicated to me by that Department, reporting the circumstances under which the American vessel "Goldfinch" had been boarded by a boat from his ship in the Congo river.

I also inclose the accompanying extracts of a letter from the commander of Her Majesty's ship "Trident,"† reporting the capture of a vessel called the "Lydia Gibbs," without colours or papers, fully equipped for the Slave Trade, but which had been previously met with by British cruizers carrying the American flag.

I am, &c.
(Signed) MALMESBURY.

No. 332.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, July 29, 1858.

I INCLOSE, for your Lordship's information, the accompanying extracts of a despatch which I have received from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda,‡ containing some observations relative to the extent to which the American flag is used to cover the Slave Trade, and stating that the presence of an American squadron on the African coast cannot fail to prove of the highest benefit in the suppression of the Slave Trade.

I am, &c.
(Signed) MALMESBURY.

No. 333.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, August 13, 1858.

I TRANSMIT herewith, for your Lordship's information, copies of a letter and its inclosure from Commander Aplin, of Her Majesty's ship "Hecla,"§ to the Secretary to the Admiralty, which have been communicated to me by that Department, reporting the circumstances under which the American vessel "Warren White" had been boarded by an officer from Her Majesty's ship, for the purpose of ascertaining her nationality.

I am, &c.
(Signed) MALMESBURY.

No. 334.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, September 1, 1858.

I INCLOSE, for your Lordship's information, the accompanying extract of a letter from Commodore Wise to Rear-Admiral the Honourable Sir F. W. Grey,|| which has been

* Class A, No. 121. † Ibid., No. 122.
‡ Ibid., No. 67. § Ibid., No. 126. || Ibid., No. 124.

communicated to me by the Board of Admiralty, containing information respecting the Slave Trade which is carried on by American vessels, or by vessels under the American flag, on the West Coast of Africa.

I am, &c.
(Signed) MALMESBURY.

No. 335.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, September 3, 1858.

WITH reference to the correspondence which has passed between this office and Her Majesty's Legation at Washington, respecting the capture of the schooner "*Cortes*," by Her Majesty's gun-boat "*Forward*," I transmit to your Lordship herewith, for your information, a copy of a despatch which I have received from Mr. Crawford, Her Majesty's Consul-General at Havana,* containing particulars with regard to the "*Cortes*" and her owners, and proof that she had no right whatever to hoist the American flag.

I am, &c.
(Signed) MALMESBURY.

No. 336.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, September 3, 1858.

WITH reference to the despatch from the United States' Consul-General at the Havana to his Government, of the 29th April last, of which a copy was inclosed in my despatch of the 1st June, representing that American vessels in the port of Havana are subjected to a system of espionage and annoyance by the boats belonging to British cruisers, I transmit to your Lordship herewith, extract of a despatch, with copies of its inclosures, which I have received from Mr. Crawford, Her Majesty's Consul-General in Cuba,† upon this subject; and I have to instruct you to communicate these papers to General Cass, as containing a complete refutation of the statement of the United States' Consul-General at Havana above referred to.

I am, &c.
(Signed) MALMESBURY.

No. 337.

The Earl of Malmesbury to Lord Napier.

(Extract.)

Foreign Office, September 17, 1858.

I TRANSMIT to your Lordship herewith, for your information, a copy of a despatch from Commander Courtenay, of Her Majesty's steam-sloop "*Conflict*,"‡ which has been communicated to me by the Lords Commissioners of the Admiralty, stating that he had, on the 13th June, seized a schooner without any papers or colours, called the "*Angelina*," of Prospect, in the United States, fully equipped for the Slave Trade, and had sent her to St. Helena for adjudication.

No. 338.

Lord Napier to the Earl of Malmesbury.—(Received September 27.)

(Extract.)

Washington, September 14, 1858.

GENERAL CASS has informed me that the negroes captured on board the "*Echo*," or "*Putnam*," on the coast of Cuba, by the United States' brig "*Dolphin*," will be forwarded to Liberia on board the steam-frigate "*Niagara*," which is now being prepared for their reception.

* No. 238.

† No. 239.

‡ Class A, No. 127.

The American Colonization Society have undertaken the superintendence of these unfortunate people. A missionary will accompany them on the part of the Society, and an agent has been appointed for the same duty by the Federal Government.

A sum amounting to nearly 50,000 dollars (10,000*l.*) has been appropriated to their support for the period of a year, and I have reason to believe that they have experienced the most humane treatment during their detention at Charleston.

The proceedings of the Government of the United States in this matter have been strictly conformable to the laws, which require that captured slaves shall be transported beyond the limits of the Federal territory.

The crew of the slaver will be tried at Charleston, where an attempt is now being made, on some technical grounds, to obtain their liberation on bail.

No. 339.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, September 30, 1858.

I TRANSMIT to your Lordship herewith, for your information, copies of a letter and its inclosure from Commander Courtenay, of Her Majesty's steam-sloop "Conflict,"* which have been received from the Admiralty, reporting the circumstances under which the American barque "John Gilpin" was boarded by an officer from the "Conflict" on the 20th July last.

I am, &c.
(Signed) MALMESBURY

No. 340.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, October 15, 1858.

I TRANSMIT to your Lordship herewith, for your information, copies of a letter and its inclosures from Lieutenant Pike, commanding Her Majesty's steam-vessel "Antelope,"† which have been communicated to me by the Lords Commissioners of the Admiralty, reporting the circumstances under which the barque "Venus," sailing under American colours, was boarded on the 9th of August last by a boat from the "Antelope," for the purpose of ascertaining her nationality.

I am, &c.
(Signed) MALMESBURY.

No. 341.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, October 22, 1858.

I TRANSMIT to your Lordship herewith, for your information, copies of despatches from Commodore Wise,‡ which I have received from the Admiralty, reporting the circumstances under which the American vessels "E. A. Chase," "Ellen," and "Venus," were boarded, in August last, by Her Majesty's cruisers on the West Coast of Africa.

I also inclose copies of three despatches from Her Majesty's Acting Commissioner at Loanda,§ reporting the capture, by Her Majesty's ship "Heron," of the barque "Governor of Paris," and the brigantine "Mary Elizabeth," fully equipped for the Slave Trade, and the escape of the American brig "Charlotte," with a cargo of slaves on board.

I am, &c.
(Signed) MALMESBURY.

* Class A, No. 128.

† Ibid., No. 130.

‡ Ibid., Nos. 134, 135, and 136.

§ Ibid., Nos. 89, 90, and 91.

No. 342.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, October 28, 1858.

I INCLOSE, for your Lordship's information, a copy of a note which I have received from Mr. Dallas, stating that the United States' Government do not intend to prosecute any further the claim brought forward by them on account of the seizure of the schooner "*Cortes*" by Her Majesty's gun-boat "*Forward*," off the coast of Cuba, in the month of April last.

I am, &c.

(Signed) MALMESBURY.

Inclosure 1 in No. 342.

*Mr. Dallas to the Earl of Malmesbury.**Legation of the United States, London, October 25, 1858.*

THE Undersigned, Envoy Extraordinary and Minister Plenipotentiary of the United States, referring to the note which was addressed to him by the Honourable Lewis Cass, under date of the 12th of May last, and to the documents which accompanied it, connected with the seizure of the schooner "*Cortes*," all of which have been communicated by him, in copy, has the honour to inform the Earl of Malmesbury, Her Majesty's Principal Secretary of State for Foreign Affairs, that the American Government, since the receipt of his Lordship's letter to the Undersigned of the 17th June, 1858, have taken steps to obtain additional information from the United States' Consulate at Havana as to the facts connected with the national character of that vessel.

It will be recollected that, in the original report made to his Government, the Consul-General of the United States (then Mr. A. K. Blythe) stated that "the '*Cortes*' certainly took from this [his] office regular papers." Such a declaration could not fail to have weight. Capable, however, of verification under oath, from records and otherwise, it was thought most proper that it should be so verified, and accordingly, with that view, the present Vice-Consul, who acted as Deputy to his predecessor, and was presumed personally cognizant of the circumstances, had his attention called to the positive statement of Mr. Blythe.

The Undersigned has the honour to forward to the Earl of Malmesbury a sealed package, with an indorsed affidavit made by Mr. Savage before Her Majesty's Consul-General in Cuba on the 24th ultimo. A duplicate of the paper therein referred to was transmitted to the State Department at Washington. The present one is presumed to be designed for the use of the British Government.

The evidence thus furnished by Mr. Savage explicitly, and in greater minuteness, establishes the truth of the declaration made by Mr. Blythe: "The '*Cortes*' certainly took from his office regular papers."

In making, however, this communication to Mr. Cass, Mr. Savage has expressed his very strong conviction, springing from rumours and incidents, the truth of which he disclaims being able to prove, that, although the "*Cortes*," shortly before her capture, left the port of Havana as an American vessel, she had been previously secretly sold to "Spanish slavers" in Cuba, and "was not entitled to the papers nor flag she used." Without embarrassing themselves with a strict inquiry into the foundation of Mr. Savage's belief, the Government of the United States have preferred acting frankly upon the candid opinion avowed by their officer. The Undersigned has, therefore, been instructed that it is unnecessary to prosecute any further the claim arising out of the seizure of the "*Cortes*" by Her Majesty's screw gun-boat "*Forward*."

The Undersigned, &c.

(Signed)

G. M. DALLAS.

Inclosure 2 in No. 342.

*Affidavit.**Consulate-General of the United States, Island of Cuba.*

I, THOMAS SAVAGE, Vice Consul-General of the United States of America for the Island of Cuba, residing at Havana, do solemnly and truly swear and depose as follows:—

I was Deputy Consul-General of the United States of America, residing at Havana, in the months of March and April of the current year 1858, Andrew K. Blythe, Esq., the Consul-General, being then in Havana, and performing his duties as such Consul-General. On the 19th day of March, an American schooner named "*Cortes*," of New York, arrived in the port of Havana, and on the following day (20th), her commander, Adam A. Smalley, deposited in the office of this Consulate-General the schooner's register and other papers. The register certified that the schooner was wholly owned by said Adam A. Smalley. That she was built in 1852 at Baltimore, in the State of Maryland, and of 176 $\frac{1}{2}$ tons burden. Said vessel (according to her clearance documents) came from New York laden with an assorted cargo ; and having experienced rough and tempestuous weather on the passage, and sustained damage in her cargo, said master noted and extended protest in this office. The ship's company consisted (as per shipping papers) of the master aforementioned, the mate, James M. Durand, no second mate, and six men, making eight persons all told. On the 27th of March, said A. A. Smalley acknowledged, before Mr. Consul-General Blythe, the execution by him of a letter of attorney in favour of said James M. Durand, authorizing him, the said Durand, to sell the schooner "*Cortes*" aforesaid ; or if this could not be effected, to charter her, and generally to attend to her affairs. After this, said James M. Durand took command as master of the "*Cortes*," and the usual Consular certificate was attached to the schooner's register. Subsequently, the owner and former master (Smalley) left Havana for the United States. On the 13th of April, William Archbold and Antonio Francisco were shipped upon the schooner in this office, the first-named as mate, and the other as seaman ; and the requisite certificates, bearing my own signature, as Deputy Consul-General, and the seal of this Consulate-General, were attached to the "*Cortes*" crew-list and shipping articles. On the same day, viz., 13th of April, Captain Durand called at this office for his clearance, which was given him under my own signature as Deputy Consul-General, and the official seal : he produced his custom-house despatch for Annabon, laden with 80 pipes and 60 barrels of rum, 60 bags of rice, 30 barrels of beans, 20 barrels of Spanish peas ("*garbanzos*"), 20 barrels of flour, and 15 barrels of bread.

The Consulate had information that the schooner "*Cortes*," of New York, had been chartered for a lawful voyage, and not having evidence to the contrary, or that she had ceased to be American property, dispatched her as a regularly documented American vessel, and her papers, to wit, register, crew-list, shipping articles, certificate of return of papers to master, and receipt for fees paid (the last-mentioned two documents having my signature), were delivered to James M. Durand, her commander.

The facts above stated are of my own knowledge.

In witness whereof, I hereto set my hand and official seal at Havana, this 23rd day of September, 1858.

(Signed) THOS. SAVAGE.

Indorse.

Her Britannic Majesty's Consulate-General in Cuba.

On the day of the date hereof, before the Undersigned, personally appeared Thomas Savage, United States' Vice Consul-General in Cuba, and declared on oath that this package contains a declaration under his signature and the seal of the Consulate-General of the United States for Cuba, and that the facts set forth in the said declaration are true and correct.

(Signed) THOS. SAVAGE.

In witness whereof I hereto set my hand and official seal at Havana, this 24th day of September, 1858.

(Signed) JOS. T. CRAWFORD, *Consul-General in Cuba.*

No. 343.

The Earl of Malmesbury to Lord Napier.

(Extract.)

Foreign Office, November 12, 1858.

I TRANSMIT herewith, for your Lordship's information, copies of two letters from the commander of Her Majesty's ship "*Medusa*" to the Secretary to the Admiralty,* reporting the circumstances under which the American vessels "*Ellen*" and "*Wanderer*" had been boarded by an officer from Her Majesty's ship under his command.

* Class A, Nos. 143 and 144.

No. 344.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, December 3, 1858.

I FORWARD herewith a copy of a report made to Her Majesty's Government by the Commander-in-chief of Her Majesty's naval forces on the African station relative to the Slave Trade.*

The facts therein described, being reported solely for the information of Her Majesty's Government, I do not propose to found upon them any representation to the Governments of France or of the United States; but it is due to those Governments that they should be made aware of details which prove the continued existence of Slave Traffic on the coast of Africa, and the encouragement which has been given to that Traffic by the fraudulent conduct of persons assuming foreign protection.

The abuse of a national flag, and the use of fraudulent papers, or even of legitimate papers obtained for fraudulent purposes, has been rendered so apparent, that Her Majesty's Government must needs believe that the honour of all great maritime nations is involved in putting an end to such piratical practices.

I will not permit myself to doubt that the enlightened Government of the United States can take any other than a just view of this matter, and I feel confident that a confidential communication of the facts detailed by Admiral Grey will induce the United States' Government to consider seriously how far the interests of legitimate commerce, of national honour, and of general humanity, are bound up in one comprehensive scheme for verifying the flags and papers of merchant-vessels of all countries.

Your Lordship will accordingly make known to General Cass the contents of Admiral Grey's Report, in order that features affecting very materially the question under consideration of the right of visit, may not be lost sight of in treating a subject of such intense interest.

I have instructed Lord Cowley to make a similar communication to Count Walewski.

I am, &c.

(Signed) MALMESBURY.

No. 345.

The Earl of Malmesbury Lord Napier.

My Lord,

Foreign Office, December 15, 1858.

I TRANSMIT to your Lordship a copy of a note which I have addressed to Mr. Dallas, together with the Report from Commodore Wise therein alluded to, respecting the prostitution of the American flag on the West Coast of Africa for the purpose of slave-dealing.

I am, &c.

(Signed) MALMESBURY.

Inclosure in No. 345.

The Earl of Malmesbury to Mr. Dallas.

Sir,

Foreign Office, December 14, 1858.

THE question of the use of the American flag for purposes connected with the Slave Trade has repeatedly led to communications between Her Majesty's Government and that of the United States.

Her Majesty's Government, however deeply they may have felt the sacred obligations which have led this country to take so earnest a part in endeavouring to suppress this horrible Traffic, have equally felt that they were bound to regard the just rights of other nations, and to abstain, unless permitted by Treaty, from interfering authoritatively with suspected vessels provided with legitimate papers and hoisting corresponding national flags.

The communication which I had the honour to make to you on the 7th June last will have proved to your Government that the views above expressed have been acted upon in all sincerity; but it is with the deepest pain that I have to call your attention to facts

* Class A, No. 142.

which disclose the advantage taken of the admission by Great Britain of the international rights of other countries.

The accompanying extracts of a letter from Commodore Wise, the senior British naval officer on the West Coast of Africa,* detail circumstances calculated to move the most prejudiced feelings in regard to the question of the right of visit, and to urge the most decided measures for the suppression of proceedings which must be held to be equivalent to the grossest acts of piracy.

Her Majesty's Government cannot for a moment doubt that, equally with themselves, the Government of the United States will view with horror the prostitution of the American flag to such vile purposes.

They must believe that the Government of the United States will be prepared to vindicate the honour of their flag by repudiating acts calculated to lower it in the estimation of civilized nations, and by taking effectual steps to prevent its being thus debased by traffickers in human flesh.

The Government of the United States have maintained that they are able and determined to preserve the police of the seas in so far as the American flag is concerned. They have engaged, by the Treaty with this country of the 9th August, 1842, to maintain a force on the coast of Africa sufficient to control proceedings such as those which form the subject of this note. The naval officers of the two countries, when they have met on that coast, have happily been on the most friendly terms. But the force employed by the United States has manifestly been insufficient for the great object in view.

I earnestly entreat you, Sir, to call the most serious attention of your Government to these considerations.

I address you in the full conviction that the spirit in which I make this communication will not be misunderstood, and that it may be calculated to induce a kindred nation to act, not merely in accordance with Treaty engagements, but with vigour and determination, and side by side with Great Britain, in vindication of the imperative rights of humanity.

I am, &c.
(Signed) MALMESBURY.

No. 346.

Lord Napier to the Earl of Malmesbury.—(Received December 20.)

(Extract.)

Washington, December 6, 1858.

THE Grand Jury of Columbia have returned a verdict of "no bill" in the case of the crew of the slaver "*Echo*," or "*Putnam*," indicted for piracy before the United States' Circuit Court at the above-mentioned city.

The accompanying extract from the "*National Intelligencer*" of this morning contains a brief outline of the proceedings.

The prisoners are not discharged; but I am unable to state whether the prosecution can be renewed.

Inclosure in No. 346.

Extract from the "National Intelligencer" of December 6, 1858.

THE "*ECHO*" SLAVE CASE IN SOUTH CAROLINA.—Our readers have been already informed that the United States' Circuit Court met at Columbia, in South Carolina, on the 26th ultimo—Judge Wayne, of the Supreme Court of the United States, and Judge Magrath, of the District Court, being upon the bench.

From Columbia we have the following information of the proceedings in the case of the slavers who were captured on board the brig "*Echo*" (or "*Putnam*"), which case was given to the Grand Jury on the 29th ultimo:—

"The case is prosecuted on the part of the United States by the United States' District Attorney for the State of South Carolina, James Connor, Esq., of Charleston, and Messrs. Hayne and Miles, retained as special counsel by the Government of the United States. The defence is conducted by L. W. Spratt and R. de Treville, of Charleston, and Maxcy Gregg and Edmund Bellinger, of Columbia.

* Class A, No. 145.

"The indictment is drawn against the defendants as the crew or company of the brig '*Putnam*,' that being the real name of the vessel—the '*Echo*' being a fictitious title, painted on a board, by which the real name of the ship was concealed.

"The '*Putnam*' was built in Baltimore, and was owned first in New York and subsequently in New Orleans. Her first register was made by Jonathan S. Dobson, of New York, as 'only owner and master.' The ship is therein described as a brig, built at Baltimore in 1845: length, 92 feet; breadth, 21 feet 8 inches; depth, 10 feet; measurement, 187 tons. Her last register was made at New Orleans, by Edward C. Townsend, in the name of the brig '*Putnam*,' and the description is precisely similar to that in the first register.

"The captain of the slaver, Edward C. Townsend, having been first landed at Key West, will be tried there. The prisoners on trial here are:—Antonio Frank, Richard Thomas Bates, Alexander Rogers, Vidal de Miranda, Joseph Gonzales Lima, Archibald Scott, John Pasco, John E. Copell, George P. Aken, William Henrys, Antonio Melanowich, and five others, Cubans. The indictment charges that they, 'being of the ship's company of a certain vessel, being a brig called the "*Putnam*"—the said vessel being then and there owned in the whole or in part by a citizen of the United States, to wit, one E. C. Townsend—did piratically and feloniously receive on board of the said vessel, so owned as aforesaid, certain negroes, to wit, 300 negroes, whose names are to the said jurors unknown; they, the said negroes, not being held to service or labour by the laws of either of the States or Territories of the United States.'

"The United States District Attorney to-day submitted the indictment to the action of the Grand Jury. His Honour Justice Wayne, in a concise and able manner, explained to the jury the provisions of the Act of Congress of May 15, 1820, under which the indictments would be found, if found at all. After reading and clearly explaining the several substantive offences designated by the law, and in order to assist the jury in their investigation, Judge Wayne recapitulated briefly the counts in the indictment, which are eight in number. The first charges that the prisoners did receive on the brig '*Putnam*' 300 negroes, not held to service in any of the States or Territories of the United States, such brig being owned by one Edward C. Townsend. The second is a repetition of the first charge, except that the vessel is described as being owned by some person or persons unknown. The third count charges that the prisoners did confine and hold in confinement, in the brig '*Putnam*,' owned by the said Townsend, the said 300 negroes. The fourth varies the charge only so far as the ownership is concerned. The fifth charges the prisoners with aiding and abetting in forcibly taking the negroes on the ship. The sixth changes the counts as to ownership. The seventh charges that the prisoners did receive and forcibly confine the negroes, or abet in forcibly confining them. And the eighth again varies the count as to the ownership of the brig.

"His Honour thought it necessary, without at all intending to enter into a consideration of the law, to make a single remark, because of the very general misunderstanding in regard to the law of piracy, and in respect to what offences are piracy, and may be made so by the statutes. He stated that it was not a fact that there was but a single crime that could constitute piracy. The act of general piracy is robbery on the high seas, committed by one who has thrown off all allegiance to all Governments, and is what the law terms the enemy of the human race, and may be punished by all nations. Then those other acts of robbery committed on the high seas are piracy which are made so under the law. And again, when a man belonging to a ship or vessel shall not commit a robbery, but shall attempt to take such vessel from the command of her master, and deliver her to another, or usurp control of her himself, the law makes it piracy, punishable as piracy is, by death, under the power delegated to Congress to guard our commerce against offences committed on the high seas. In like manner, under the same power, when a person receives, or forces, or takes on board a vessel a negro not being a slave, with the intention of selling him into slavery, the law makes him a pirate, and punishes him with death.

"The Judge repeated briefly his explanation of the province of a grand jury. They were not to try the prisoners, but simply to determine, from the facts given in evidence, whether enough appears to justify them in putting the case before a petty jury.

"The bills were then submitted, and the jury retired."

Upon the opening of the Court on the 30th ultimo the following proceedings took place:—

"*The Court*.—Mr. District Attorney, has any application been made to you by the grand jury since the adjournment of the Court yesterday?

"*Mr. Connor*.—May it please the Court, the grand jury applied to me last night to have a copy of the oath of office taken by them sent to their room. I told them that it would be proper for them to make their application to your Honour in Court.

" *The Court.*—Mr. Marshal, you will please to direct the foreman of the grand jury to come into Court and receive the oath, if they desire it.

" The foreman of the jury shortly afterwards made his appearance in Court.

" *The Court.*—The Court is informed, Mr. Foreman, that you desire to receive the oath taken by the grand jury, for your information. It was not sent to you by the District Attorney when the application was made to him, because, after the grand jury has received its case and retired, no document whatever is allowed to be sent before them without the order of the Court. The Court now gives this copy of the grand juror's oath, which you will take with you to your room.

" At twenty-five minutes before 12 o'clock the grand jury came into Court. The roll was called by the clerk, and all the jurors answered to their names.

" *The Court.*—Mr. Foreman, any findings the grand jury may have to present to the Court, you will please hand to the clerk.

" The three indictments were then handed to the clerk, who read each of them, endorsed 'No bill.'

" *The Court.*—Mr. District-Attorney, have you anything further to present to the grand jury?

" *Mr. Connor.*—Not at present, your Honour. But I ask that they may be discharged until Thursday morning, when I may have further business for them.

" The jury were accordingly discharged until Thursday morning.

" There was evident excitement in the Court when the finding of the jury was announced."

The "South Carolinian," in its number of the 2nd instant, has the following appropriate and just remarks on the above proceedings:—

" We yesterday announced that the grand jury had returned no bill in the '*Echo*' case. We cannot but think that the effect, both at home and abroad, would have been better had there a true bill been returned, and the whole case been brought up for trial. We believe, as a general rule, the law should be allowed to take its course. The grave doubts entertained by many, as well among the opponents as the advocates, for a reopening of the Slave Trade, would then have been solved, as every law-abiding citizen should desire, by the proper tribunal. If it be not piracy, by whom should the legal question be decided more properly than by the Judiciary? The framers of the Constitution contemplated the probability of the legislative branch of the Government exceeding its power; and, as a check upon any such assumption, invested the Judiciary with the prerogative of defining and expounding the Constitution. The same wise provision characterizes both the Federal and our State Governments. If a right so sacred and responsible that it was deemed necessary to invest it in a body supposed above all others to be versed in the laws, and so elected as to be above the influence of popular clamour; if this right be assumed to the grand jury, who are part of the people and must be influenced by every passing passion, what becomes of this wise provision of our Constitution for preserving the consistency of our laws? In any case touching the rights of a State our State Judiciary should be called upon for its construction, and if it be against the Act of Congress, then the citizen of the State is justified in resorting to nullification. If it be a case in which the right of a State is not infringed, but which involves an excess of Constitutional power, then the Federal Judiciary is the proper expounder of the question whether such legislation on the part of Congress be constitutional.

" Such appear to be the points involved in this '*Echo*' case. Has the Government jurisdiction over its own flag? If so, then can that jurisdiction warrant it in prohibiting our vessels from engaging in the Slave Trade, and punishing as pirates those who violate this prohibition? The points in the case do not involve any State rights issue, and are of a character that come clearly within the jurisdiction of the Federal Judiciary instead of the grand jury. If each jury decide for itself, then the uniformity and consistency of our laws would be destroyed. The same offence would be punished in one district and go unpunished in another, or punished one year and not another. Justice, instead of being weighed in equal and uniform scales, would fluctuate here and there as it might be impelled by the drifting tide of popular feeling. But even admitting that it was a case in which the grand jury was allowed the discriminating power, yet still an able discussion of the points, such as would undoubtedly have been had, would have gone far towards instructing the public mind."

No. 347.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, December 23, 1858.

WITH reference to my despatch of the 15th instant, I inclose, for your Lordship's information, a copy of the reply of Mr. Dallas to the note which I addressed to him on the 14th instant, respecting the abuse of the American flag on the West Coast of Africa for purposes of slave-dealing.

I am, &c,
(Signed) MALMESBURY.

Inclosure in No. 347.

Mr. Dallas to the Earl of Malmesbury.

My Lord,

Legation of the United States, London, December 19, 1858.

I BEG leave to acknowledge the receipt of the note which your Lordship did me the honour to address to me on the 14th instant, accompanied by extracts of a letter from Commodore Wise, the senior British naval officer on the West Coast of Africa.

The frequency with which the American flag is counterfeited as a cover for the Traffic most impressively denounced and punished by American law, creates in the Government of the United States equal indignation and pain. They have especially endeavoured, since the 9th August, 1842, to prevent these frauds and outrages by executing a plan of action adjusted at that time by Treaty. A co-operation of naval squadrons, each armed with not less than eighty guns, and mutually independent, was then deemed adequate, by both countries, to vindicate their respective penal enactments against the Slave Trade. It was begun, and has been steadily continued. Sixteen years of trial, while certainly accomplishing much for the cause of humanity, would seem, according to the report of Commodore Wise, to close with a manifestation of the futility of the arrangement—a futility not imputable in the least degree to the neglect or lukewarmness of either of the Governments or their Agents, but solely to the audacity of guilty men, who in this, as in all other spheres, while absorbed in the lust of gain, disregard the dignity of nations, and screen iniquities, by whatever means they can easiest forge.

Without, at present, considering whether there may not be other modes of augmenting the efficiency of the plan provided by the Webster and Ashburton Treaty, I received, with the greatest respect, your Lordship's suggestion, that the force employed by the United States, and prescribed by the Treaty, has manifestly been insufficient for the great object in view. And I have hastened to transmit to Washington your Lordship's communication, in order to obtain upon that point the views of my Government.

Begging your Lordship to accept the assurance of my most distinguished consideration, I have, &c.

(Signed) G. M. DALLAS.]

No. 348.

Lord Napier to the Earl of Malmesbury.—(Received January 2, 1859.)

(Extract.)

Washington, December 20, 1858.

YOUR Lordship will receive from Her Majesty's Consul at Charleston, by the present messenger, a despatch relative to the landing of a cargo of slaves by the American barque "*Wanderer*" in the State of Georgia.

I presume that Her Majesty's Consul at Savannah will also not fail to submit to the Foreign Office all the information which may reach him on this subject.

I asked General Cass this morning whether he was in possession of any particulars on the subject which could be imparted to Her Majesty's Government. He replied that he had no other knowledge in the matter than that which had been conveyed through the public journals. He apprehended that the report was true; and he added, on my direct inquiry, that "the Federal Government was disposed to employ all the means in its power

for the recovery and liberation of the dispersed slaves, as well as for the punishment of the criminals."

The inclosed extracts from the "Savannah Republican" of the 13th instant contain some particulars of the voyage of the "*Wanderer*," as well as of the landing of her cargo.

Inclosure in No. 348.

Extract from the "Savannah Republican" of December 13, 1858.

ALLEGED LANDING OF AFRICANS IN GEORGIA.—The rumour which we announced in the "Republican" of Saturday relative to the landing of a cargo of Africans from the yacht "*Wanderer*" on the coast or islands near Brunswick, we regret to learn, is borne out by many circumstances, which, though not strictly legal proof, are sufficient to carry conviction to any mind that this unlawful deed has been perpetrated.

The report of the landing having come to the ears of Jos. Ganahl, Esq., District Attorney, who, being already cognizant of the fact that there were some suspicious characters in town, made further investigations, and found that three persons had arrived in the Florida boat on Wednesday last, in an apparently destitute condition, and had stopped at the City Hotel, where they had kept quiet, under a plea of being indisposed, until Saturday, when to prepare, it is supposed, for leaving in the New York steam-ship, they visited the clothing establishment of Mr. William O'Price, and spent some 200 dollars for clothing. This fact directed the suspicions of District Attorney Ganahl towards them, and he felt warranted in going before Judge Nichols, of the United States' District Court, and taking the necessary oath for their arrest. Their names, as registered at the City Hotel, are Juan Bt. Rajesta, N. A. Brown, and Miguel Aguirvi, all hailing from New Orleans. The last name was first registered as Miguel Rajres, but Rajres was afterwards scratched out by running a pen through it, and Aguirvi written after it. Upon their arrest, Mr. Brown, an American, appeared as spokesman; the other two apparently were Spaniards, and could neither speak nor understand English. Mr. Brown, upon being addressed as Captain, replied that he was not a captain, was in a strange place, where, so far from having friends, he really had no acquaintances. As soon as it was reported around that the arrest had been made, Mr. Ganahl was approached to know what bail was necessary, to which he replied that it was not aailable case, as the arrest was for piracy. They were put in jail, and we understand are provided with everything of the best.

Mr. Ganahl, assisted by United States' Marshal D. H. Stewart, is using every exertion to obtain all the evidence bearing on the case; and for this purpose he has sent to Brunswick to elicit information current about the transaction in time for the examination, which will probably be on Thursday next. We feel assured that Mr. Ganahl will do all in his power to have justice meted out; and if upon trial they are found guilty, such an example will be made of them as will put a stop to the Slave Trade, at least in this district.

A tug was dispatched to Brunswick to tow the "*Wanderer*" to Savannah, but we learn that the shipmaster, who had been left alone on board and in charge, refused to give her up; acting, it is supposed, under the advice of the citizens of that place. We hear that the Collector of the port of Darien, who has been on board the "*Wanderer*," says that she has no appearance of ever having had slaves in her.

What was done with the negroes seems to be as important a question as any of the foregoing, and rumour has been quite as busy with it. They were landed, we hear, on Jekyl Island, for which privilege it is said the negro traders paid 15,000 dollars, and that a steam-boat from this city went down and brought 150 of them past Savannah and up the river to a plantation, from whence they were scattered over the country. It is said the cargo consisted of 350, but it is difficult to believe so small a vessel could hold so many.

It will be recollected that this yacht was arrested last summer near New York, on suspicion of being fitted out for the Slave Trade; but there was not sufficient evidence to convict her, and she was released. Captain Curry, of South Carolina, was then in command, as he is now, and stated that he had bought her for a pleasure yacht, which was borne out by her elegant appointments and small tonnage.

After being released at New York, she cleared for Trinidad, and thence to St. Helena, from whence she now hails, and accounts for being without regular papers now by stating that this Government had no Consul there, and she could not obtain any. Captain Curry has papers purporting to be from the native officials at St. Helena, but they lack the necessary seals.

LANDING OF THE BARQUE "WANDERER."—Mr. Wilson submitted the following Resolution, which was considered by unanimous consent, and agreed to :

"Resolved—That the President of the United States be requested to communicate to the Senate, if in his opinion not incompatible with the public interest, any information in his possession, in relation to the landing of the barque 'Wanderer,' on the coast of Georgia, with a cargo of slaves."

No. 349.

Lord Napier to the Earl of Malmesbury.—(Received January 10, 1859.)

(Extract.)

Washington, December 27, 1858.

MR. SEWARD, of New York, submitted on the 21st instant the inclosed Resolution to the Senate, prescribing an inquiry, on the part of the Judiciary Committee of that body, as to whether any amendment be necessary to the existing laws which prohibit the African Slave Trade in order to secure the effectual suppression of the same.

The Resolution introduced by the Senator for New York was opposed by Mr. Jefferson Davis, Senator for Mississippi, and fell to the ground.

Inclosure in No. 349.

Extract from the "Daily Globe" of December 22, 1858.

THE SLAVE TRADE.—Mr. Seward submitted the following Resolution for consideration :—

"Resolved,—That the Committee on the Judiciary inquire whether any provisions of law are necessary, by way of amendment to existing laws which prohibit the African Slave Trade, to secure the effectual suppression thereof."

IMPORTATION OF SLAVES.—Mr. Kilgore offered the following Resolution :—

"Resolved,—That the President of the United States be requested to report to this House what information has been received by him in regard to the recent importation of slaves from Africa into Georgia, and what steps, if any, have been taken to punish this violation of the laws of the United States."

Mr. Garnett objected.

No. 350.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, January 14, 1859.

I INCLOSE, for your Lordship's information, copies of two despatches which I have received from Mr. Gabriel, Her Majesty's Acting Commissioner in the Mixed British and Portuguese Commission established at Loanda :* one reporting the capture, by the United States' ship "Marion," of the American brig "Brothers," of Charleston, on suspicion of being intended to be employed in the Slave Trade ; the other containing information respecting the American yacht "Wanderer," which is reported to have shipped a cargo of 300 slaves from a place called Mangue Grande, about twenty miles to the southward of the River Congo.

I am, &c.

(Signed) MALMESBURY.

No. 351.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, January 14, 1859.

I TRANSMIT herewith, for your Lordship's information, copies of letters which have been received at the Admiralty from the Commanders of Her Majesty's ships "Pluto,"

* Class A, Nos. 96 and 100.

"Archer," and "Medusa,"* reporting the circumstances under which officers from the above-mentioned vessels had boarded the American vessels "Henry," "Anglo-Saxon," and "Hazard."

I am, &c.
(Signed) MALMESBURY.

No. 352.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, January 21, 1859.

I TRANSMIT herewith, for your Lordship's information, a copy of a letter from Rear-Admiral the Honourable Sir F. Grey to the Secretary to the Admiralty,† inclosing copies of a correspondence which has passed between Commander Brent, of the United States' ship of war "Marion," and Commodore Wise, relative to the capture of the brigantine "Mary Elizabeth," by Her Majesty's ship "Heron;" and also inclosing copies of the reports of the Commander of the "Heron," and of a letter from Admiral Grey to Commodore Wise, relative to the capture of this vessel.

I am, &c.
(Signed) MALMESBURY.

No. 353.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, January 21, 1859.

I TRANSMIT to your Lordship herewith a copy of a despatch which I have received from Mr. Gabriel, Her Majesty's Acting Commissioner at Loanda,‡ reporting the shipment of cargoes of slaves on board the American vessels "Wanderer," "Venus," and "Ellen," and also containing some observations relative to the Slave Trade which is carried on in the Congo river under the American flag; and I have to instruct your Lordship to show Mr. Gabriel's despatch to General Cass.

I am, &c.
(Signed) MALMESBURY.

No. 354.

Lord Napier to the Earl of Malmesbury.—(Received January 25.)

(Extract.)

Washington, January 8, 1859.

THE Secretary of State informed me this morning that he had been seriously concerned by the intelligence communicated to Mr. Dallas by your Lordship respecting the prosecution of the Slave Trade under the American flag. He had been hitherto inclined to believe that the reports to that effect were exaggerated. He had been incredulous; but the statements contained in Commodore Wise's letter were of a very painful and convincing character. He added, that I might assure your Lordship that the Cabinet of the United States had the subject under consideration with a view to embracing effectual means for preventing the "prostitution" of the flag of the United States in this traffic.

Mr. Seward, Senator for New York, has submitted the accompanying Resolution calling for the production of any recent correspondence between Her Majesty's Government and the United States' Legation in London, in reference to the abuse of the American flag.

Inclosure in No. 354.

Resolution.

ON motion by Mr. Seward:

"Resolved,—That the President of the United States, if in his opinion it shall not be incompatible with the public interest, be requested to communicate to the Senate any correspondence which may have passed between Her Britannic Majesty's Government and the Minister of the United States in London, of a recent date, touching the abuses of the American flag in the prosecution of the African Slave Trade on the coast of Africa, and especially touching the cruize of the 'Wanderer,' on that coast."

* Class A, Nos. 155, 156, and 157.

† Ibid., No. 150.

‡ Ibid., No. 100.

Lord Napier to the Earl of Malmesbury.—(Received January 31.)

(Extract.)

Washington, January 18, 1859.

WITH reference to my despatch of the 8th instant, I have now the honour to inclose herewith a copy of the Bill introduced by Senator Seward for the more effectual suppression of that Traffic.

The projected measure authorizes the President to engage and employ a flotilla of steam-vessels to cruize against the slave-traders; increases the head money for the capture of the negroes; provides additional powers and inducements for the arrest of the imported slave; imposes restrictions and precautions in reference to the fitting out and transfer of vessels destined for the coast of Africa; limits the trade in that quarter to designated localities under Consular inspection; and appropriates 1,000,000 dollars towards the execution of the Act.

The newspapers constantly abound in instances of slave cargoes successfully run upon the Cuban coast. I select an example from the "New York Herald" of the 17th instant.

Inclosure 1 in No. 355.

A Bill in addition to the Acts which prohibit Slave Trade.

I. BE it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in addition to the armed vessels now employed in the service of the United States, the President be, and is hereby, authorized to engage any number not exceeding ten steam-vessels, to be approved by the Secretary of the Navy, and to cause them to be manned, armed, and equipped, and to be employed to cruize on any of the coasts of the United States, or territories thereof, of the coast of Cuba, or of the coast of Africa, or elsewhere, when he may judge attempts may be made to carry on the Slave Trade by citizens or residents of the United States, in contravention of the Acts of Congress prohibiting the same: and the said steam-vessels shall be deemed, for the time being, to belong to the navy, and shall be commanded by officers of the navy, and shall be employed with the same powers, and for the same duties, and subject to the same directions, as the armed vessels of the navy, under the Act entitled "An Act in addition to the Acts prohibiting the Slave Trade," approved March third, eighteen hundred and nineteen; and the officers and men employed therein shall be entitled to have, in like cases, the same prize moneys and bounties as are by law allowed to the officers and men belonging to the navy, and employed under the Act last mentioned.

II. And be it further enacted, That the bounty authorized by the third section of the said Act to be paid in certain cases shall, instead of twenty-five dollars, be five hundred dollars, payable on the same conditions and in the same manner mentioned in the last Act.

III. And be it further enacted, That when any citizen or other person shall lodge information with the Attorney for a District of or in any State, or Territory, as the case may be, that any negro, mulatto, or person of colour has been imported therein, contrary to the provisions of the law in such cases made and provided, or having been imported into any other district shall have been brought into such district, it shall be the duty of the said Attorney forthwith to sue out and obtain from a Judge of the Circuit Court, a warrant authorizing and directing the Marshal to find out, and bring before the Judge or Commissioner, such negro, mulatto, or other person of colour, wherever he may be found, together with the person in whose custody he may be, or who may have detained him under any claim or pretence whatever; and such Judge or Commissioner shall ascertain and examine the matter summarily upon the return of said warrant; and if it shall be ascertained by him that such negro, mulatto, or other person of colour, has been brought in contrary to the true intent and meaning of the Acts in such cases made and provided, then such Judge or Commissioner shall direct the Marshal of the said district to take such negroes, mulattoes, or other persons of colour, into his custody for safe keeping, subject to the order of the President of the United States; and the informer or informers who shall have lodged the information shall be entitled to receive, over and above the portion of the penalties accruing to him or them by the provisions of the Acts in such cases made and provided, a bounty of two hundred and fifty dollars for each and every negro, mulatto, or person of colour, who shall have been delivered into the custody of the Marshal; and the

Secretary of the Treasury is hereby authorized and required to pay, or cause to be paid, the aforesaid bounty, upon the certificate of the Clerk of the Court for the district where proceedings may have been had, with the seal of office thereto annexed, stating the number of negroes, mulattoes, or persons so delivered; and it shall further be the duty of the said Judge or Commissioner, on any probable cause, to commit into custody the person in whose custody such negroes, mulattoes, or other persons, were found, for trial according to law: Provided, That any person aggrieved may appeal to the Circuit Court from such order directing the delivery of such negroes, mulattoes, or other persons, on executing a bond to the United States in the penalty of three thousand dollars for each of such negroes, mulattoes, or other persons of colour, with sureties to be approved by the Judge or Commissioner, conditioned to restore them to the Marshal, with all costs, if such appeal shall be determined against him; and such appeal shall be tried by a jury, if either party shall so require.

IV. And be it further enacted, That it shall be lawful for any Legislature of any State to pass laws prohibiting the foreign or African Slave Trade within its limits, and to declare and enjoin such penalties, forfeitures, and punishments therefor as it shall deem expedient: Provided, that such laws shall be consistent with the Constitution of the United States, and do not in any way defeat, modify, or counteract the laws of the United States.

V. And be it further enacted, That no ship or vessel shall hereafter sail or depart from any port or place within the United States, for any place or port on the coast of Africa, until after her master or owner shall have given notice of his intended voyage to the District Attorney of the United States for that district; and the said District Attorney, upon receiving such notice, shall cause due search and examination to be made of such vessel, to be continued until her actual departure, to ascertain whether she is designed, directly or indirectly, to be engaged in the African Slave Trade. Every vessel cleared, or fitted out, or departing, or attempting to depart from the United States, in violation of this Act, shall be forfeited, with her equipments, stores, and appurtenances, to the United States; and every ship or vessel departing from the United States to any port or place without a clearance shall be forfeited to the United States; nor shall any vessel belonging to any citizen or resident of the United States on any pretext depart from any foreign port or country to the coast of Africa, when such vessel shall have been sold after her departure from the United States, without first returning to the United States and being duly registered and licensed anew in some port of the United States.

VI. And be it further enacted, That the Secretary of the Treasury shall have power to designate such ports and places on the coast of Africa as ships or vessels belonging in whole or in part to citizens and residents of the United States may visit for the purposes of trade and other communication, and such vessels shall visit such ports and places and no others (except in case of danger or distress); and at any such port or place there shall be a Consul of the United States, and it shall be his right and duty to go on board any such vessel coming there, and inspect the same, and if he shall find her engaged or prepared, or intended to be engaged in the Slave Trade, or if her commander shall neglect or refuse to submit his vessel to such inspection, then it shall be his duty to seize such vessel as engaged in contraband trade, and such vessel, her officers and crew, shall thenceforth lose and forfeit all claim to any protection by the Government of the United States.

VII. And be it further enacted, That all laws heretofore passed which are inconsistent with this Act be, and the same are hereby, repealed.

VIII. And be it further enacted, That the sum of one million dollars, or so much thereof as is necessary, is hereby appropriated to secure the execution of this Act.

Inclosure 2 in No. 355.

Extract from the "New York Herald" of January 17, 1859.

THE Slave Trade continues to thrive as usual. The brig "*Ellen*" recently landed a cargo of about 900 Africans, of whom only 55 were captured on board one of Murty's fishing smacks. The vessel was abandoned aground in the Canal de los Burcos, where three dead bodies of her slave cargo were found, and four or five more of them were saved, but the rest reached the plantations.

Another cargo of Africans, upwards of 1,000 in number, has been recently safely landed in the district of San Juan de los Remedios, to the joy of the sugar-growers and enrichment of the slayers and their associates.

Mr. Crawford, British Consul-General here, must feel quite ugly about such goings on. Probably the feelings of the Spanish authorities have been consoled for such formidable breaches of the Treaty with England.

No. 356.

Lord Napier to the Earl of Malmesbury.—(Received February 7.)

(Extract.)

Washington, January 24, 1859.

GENERAL CASS has informed me that it has been decided to send two steam-vessels at once to the coast of Africa to prevent the manœuvres of the slave-traders, who elude the control of Her Majesty's cruisers by adopting the flag of the United States. He added that he would join Her Majesty's Government in addressing the most energetic remonstrances to the Cabinet of Madrid against the perpetuation of the Traffic, by the connivance and corruption of the Spanish officials in Cuba; and he intimated that the United States' Government would be disposed to co-operate with that of Great Britain in some measure of repression around the coasts of that island.

General Cass expressed his astonishment that Her Majesty's Government had not been able to control the action of that of Spain more effectually, in virtue of the Treaties subsisting between the two countries for the suppression of the Slave Trade; and I think it probable that some expression of this sentiment may be found in a reply to your Lordship's note of the 14th ultimo, to Mr. Dallas, which is in course of preparation.

No. 357.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, February 11, 1859.

I HAVE received your Lordship's despatch of the 24th ultimo, reporting what passed at a conversation which you had with General Cass on the subject of the Cuban Slave Trade, and I have to instruct your Lordship to express to the American Minister the satisfaction with which Her Majesty's Government has learnt that it has been decided by the United States' Government to send steam-vessels to the African coast for the purpose of frustrating the manœuvres of the slave-traders who elude the control of Her Majesty's cruisers by adopting the flag of the United States.

I have, however, to observe that in order that these vessels should be of practical use, and with the view to reap the full benefit which may, doubtless, be expected to arise from the presence on the African coast of a few active and efficient steamers under the American flag, some arrangement ought to be made for provisioning and coaling these vessels at convenient places on the coast. At present three-fourths of the time of American cruisers, which are supposed to be employed in the suppression of the Slave Trade, is occupied either in provisioning and refitting at the Western Islands, or in the passage to and fro between those islands and their cruising-ground, and the consequence is that it rarely happens that more than one, or at the most two, United States' cruisers are on the African coast at the same time, and until lately there have been occasions when no United States' ship of war has been seen on the coast for months together.

With regard to what you state respecting the willingness expressed by General Cass to join Her Majesty's Government in remonstrating energetically with the Cabinet of Madrid against the perpetuation of the Slave Trade in Cuba, and his intimation that the United States' Government would be disposed to co-operate with Great Britain in some measures of repression around the coasts of that island, I have to instruct your Lordship to acquaint General Cass that Her Majesty's Government would be glad to receive any suggestions which the United States' Government may have to offer on these points.

I am, &c.

(Signed) MALMESBURY.

No 358.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, February 15, 1859.

I INCLOSE, for your Lordship's information, the accompanying extracts of a letter from Commodore Wise to Rear-Admiral the Honourable Sir F. Grey,* containing intelligence respecting American vessels which are suspected of being engaged in the Slave Trade.

I am, &c.

(Signed) MALMESBURY.

No. 359.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, February 28, 1859.

WITH reference to my despatch of the 14th ultimo, I inclose, for your Lordship's information, copies of a correspondence which has passed between the United States' Minister at this Court and myself, on the subject of the visit of the American brig "Anglo-Saxon," by an officer from Her Majesty's ship "Archer," off the African Coast, in the month of October last.

I am, &c.

(Signed) MALMESBURY.

Inclosure 1 in No. 359.

Mr. Dallas to the Earl of Malmesbury.

My Lord,

Legation of the United States, London, February 20, 1859.

AGREEABLY to instructions from my Government, I have the honour to request your Lordship's consideration of the accompanying papers, being copies of authenticated documents in the Department of State at Washington.

These papers contain a short but precise account of the manner in which the American brig "Anglo-Saxon," engaged in ordinary trade, and liable to no suspicion whatever of illicit traffic, was, on her voyage homewards from the coast of Africa, as late as the month of October last, overhauled, brought-to by the firing of a gun, arrested, visited, examined, and detained, for one hour and thirty-eight minutes, by Her Majesty's war-steamer "Archer," sailing with the United States' flag at the peak.

It is not supposed that this proceeding of the Commander of the "Archer" was authorized, or will be approved; but, in the absence of any circumstance of extenuation or explanation, your Lordship will, it is confidently believed, readily acquiesce in the justice of the President's desire that it may undergo inquiry by the Lords Commissioners of the Admiralty, with a view to the adoption of such measures by Her Majesty's Government as will prevent the occurrence of similar acts hereafter.

I renew, &c.

(Signed) G. M. DALLAS.

Inclosure 2 in No. 359.

Mr. Austin to General Cass.

Sir,

Custom-House, Boston, Collector's Office, January 3, 1859.

IN answer to your favour of the 30th ultimo, I have to say that the Captain of the "Anglo-Saxon" is not in the city; but I have caused the affidavit of the supercargo and mate to be taken. I trust these will be satisfactory; please find them inclosed.

Very respectfully, &c.

(Signed) ARTHUR W. AUSTIN, *Collector.*

* Class A, No. 161.

Inclosure 3 in No. 359.

*Affidavit.**Boston, January 3, 1859.*

I, CHARLES S. LINCOLN, being duly sworn, do testify as follows:—I was born in Eastport, Maine; am now 22 years old; sailed from Boston, 3rd April, 1858, as clerk of the brig "Anglo-Saxon," 200 tons burthen, Matthew Bartlett and Charles H. Marsden, owners, on a voyage to Cape de Verde Islands and West Coast of Africa; reached the coast of Africa last of June. In August, September, and October, lost the captain, mate, and four men by death, and one left on the Coast. October 8th, shipped six coloured men by direction of the owners; I was made supercargo on the death of Captain Marsden.

Left Gambia for home, via Cape de Verde Island, October 14th. October 26th, between Goree and Cape de Verde Islands, latitude 14° 5', longitude 18° 33', at five minutes past twelve, saw sail on her lee-bow, American colour flying at her peak; she fired a gun for us to heave-to; our colours were up before she fired. We hove-to; the vessel that fired the gun came up, and proved to be the British steamer "Archer." The Lieutenant came on board; demanded our papers. The papers were shown him by the Captain, George J. Gray; then he asked me what cargo we had on board, where we were from, where we were bound. I told him he could find all that by looking at the papers. The British Lieutenant wanted to look into the hold; I refused to open the hatches. When he left, he told us not to fill away till he saw the American ensign at his peak.

We were detained an hour and thirty-eight minutes.

(Signed)

CHARLES S. LINCOLN.

Suffolk, ss.

Then, the above-named Charles S. Lincoln appeared before me, and made oath to the above declaration by him subscribed.

January 3, 1859.

(Signed)

JOSEPH C. LOVEJOY, *Justice of the Peace.*

I, Daniel McNeil, mate of the brig "Anglo-Saxon," do affirm and corroborate the above statement made by the supercargo, Charles S. Lincoln.

(Signed)

DANIEL Mc NIEL,
First Mate of brig "Anglo-Saxon."

Sworn before me, January 3, 1859.

(Signed)

JOSEPH C. LOVEJOY, *Justice of the Peace.*

Inclosure 4 in No. 359.

The Earl of Malmesbury to Mr. Dallas.

Sir,

Foreign Office, February 26, 1859.

I HAVE the honour to acknowledge the receipt of your letter of the 20th instant, stating that you have been instructed by your Government to request the consideration of Her Majesty's Government to papers which you inclose, and which you allege "contain a short but precise account of the manner in which the American brig 'Anglo-Saxon,' engaged in ordinary trade, and liable to no suspicion whatever of illicit Traffic, was, on her voyage homewards from the coast of Africa, as late as the month of October last, overhauled, brought-to by the firing of a gun, arrested, visited, examined, and detained for one hour and thirty-eight minutes, by Her Majesty's war-steamer 'Archer,' sailing with the United States' flag at the peak."

Her Majesty's Government have already received from the captain of the "Archer," an account which gives a very different version of this matter, but which I cannot doubt that the United States' Government, equally with that of Her Majesty, will hold to be entitled to credit.

A copy of the captain's report was forwarded on the 14th ultimo to Lord Napier,* who will probably have communicated it to General Cass; but I inclose a copy to you, with the request that you will make it known to your Government, who will thereby see that the suspicious conduct and appearance of the "Anglo-Saxon," which vessel is stated to have evinced no intention of hoisting any colours until a blank gun was fired to enforce it, led to the proceedings detailed by Captain Anderson.

I am, &c.

(Signed)

MALMESBURY.

No. 360.

Lord Napier to the Earl of Malmesbury.—(Received February 28.)

My Lord,

Washington, February 15, 1859.

THE telegraphic reports from the South, this morning, intimate that the Grand Jury at Savannah has found a true bill against Captain Corrie, of the slave-vessel "*Wanderer*," as well as against three of his crew. The parties in question are committed to jail.

From the same source we also learn that true bills have been returned against Messrs. Silvas and Mares, consignees, and Cassineras, captain of the barque "*Angelita*," on the charge of fitting out that vessel for the Slave Trade.

Mr. Corrie has been expelled from the Yacht Club of New York, and the name of the vessel has been erased from the list of that body.

I have, &c.
(Signed) NAPIER

No. 361.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, March 4, 1859.

I TRANSMIT herewith, for your Lordship's information, a copy of a letter from the commander of Her Majesty's ship "*Pluto*,"* which has been communicated to me by the Admiralty, reporting the circumstances under which the American barque "*Panchita*" was boarded by a boat from Her Majesty's ship under his command.

I am, &c.
(Signed) MALMESBURY.

No. 362.

The Earl of Malmesbury to Lord Napier.

(Extract.)

Foreign Office, March 17, 1859.

I TRANSMIT herewith, for your Lordship's information, copy of a letter from Commander Courtenay, of Her Majesty's ship "*Conflict*," reporting his having boarded the American barque "*J. W. Reid*," off the entrance of the Congo river.†

No. 363.

The Earl of Malmesbury to Lord Napier.

My Lord,

Foreign Office, March 18, 1859.

WITH reference to my despatch of the 15th December last, I inclose, for your Lordship's information, a copy of a despatch from General Cass, which has been communicated to me by Mr. Dallas, containing the reply of the United States' Government to the note which I addressed, on the 14th December last, to the American Minister at this Court, on the subject of the prostitution of the American flag on the West Coast of Africa for the purpose of slave-dealing.

I am, &c.
(Signed) MALMESBURY.

Inclosure in No. 363.

General Cass to Mr. Dallas.

Sir,

Department of State, Washington, February 23, 1859.

YOUR letters of December 16th and 24th last past, and the note of Lord Malmesbury to you dated the 14th of the same month, and which was transmitted in your letter of

* Class A, No. 164.

† Ibid., No. 167.

the 14th, and also your acknowledgment of the receipt of the letter, have been some time before the Department; but the difficulty of procuring the necessary information upon some of the subjects referred to has prevented me from communicating to you the views of the Government at an earlier day.

In your note to Lord Malmesbury, of December 19th, you have done justice to the efforts of the United States for the abolition of the Slave Trade, and also to the regret which the abuse of the American flag, for the purposes of that Traffic, has occasioned to the Government. The extent to which this reprehensible practice is carried, I have not the means of ascertaining, nor how many of the vessels named in the list transmitted by Commodore Wise to the British Admiralty were actually engaged in the Slave Trade, or were *bond fide* American. As I remarked heretofore to Lord Napier, there is just ground to believe that nearly, if not quite all, the vessels bearing the American flag and engaged in this trade belong to foreigners; and Commodore Wise, in his account of the capture of the "*Rufus Soulé*," discloses the measures which may sometimes be resorted to, in order to enable a vessel to maintain a national character to which she has ceased to have any just claim. That officer also states, that under the American "ensign" alone is the Slave Trade now conducted. It is difficult to reconcile this opinion with some of the facts he communicates, or at any rate with the charge that the flag of the United States is an immunity for the slave-traders, for he reports the capture of 33 vessels which either did not bear the American flag or were not protected by it from seizure. And of 23 other vessels which escaped capture, it does not appear that more than eleven of them were ascertained to have sailed under the flag of this country. But however this may be, the United States are not subject to censure under any circumstances, unless they are justly chargeable with neglect of duty in not adopting such measures as their position fairly requires of them. But they fear no such accusation. They have made the Slave Trade a capital offence, and they assign no inconsiderable portion of their navy to the duty of its suppression. The great slave-mart of the world is the Island of Cuba, and if this were closed this Traffic would at once be annihilated. The authority of Spain is firmly established in that island, and her military force there is quite sufficient to insure the accomplishment of any measure of domestic policy decreed and seriously desired by the Spanish Government. It is known that Spain has, by a Convention with Great Britain, and for a pecuniary consideration, placed herself under obligation to prevent the introduction of slaves into her American possessions. If this stipulation were fulfilled, the desired object would be peaceably attained, and all those dangerous questions avoided, which are sure to present themselves whenever the freedom of the seas is interfered with, whatever motive may be assigned for the proceeding. The United States have engaged, by the Ashburton Treaty, to "unite with Great Britain in all becoming representations and remonstrances with any and all Powers within whose dominions such (slave) markets are allowed to exist; and that they will urge upon all such Powers the propriety and duty of closing such markets effectually at once and for ever." Lord Napier inquired, a few days since, whether this Government were now willing to give effect to this stipulation by making the necessary representations and remonstrances to the Government of Spain. I assured his Lordship that there would be no hesitation in performing this duty, whenever there may be reason to believe that the expression of their views by the United States would produce any favourable effect upon the action of the Spanish Government; but that the relations of Spain and Great Britain, and especially the Conventional stipulations between them, would give to the intervention of the latter much more probability of success than could be anticipated from the representation of the United States. In fact, it is difficult to believe that under existing circumstances the Spanish Government would resist the firm remonstrances of the Government of Great Britain.

I see no reason why the flag of the United States should be the only "ensign" of national sovereignty prostituted by slave-dealers, and certainly, as I have already observed, there is none which can be justly urged as a reproach against this Government. The position taken by the United States respecting the immunity of their vessels upon the ocean is precisely that assumed by France, and both nations equally deny the claim of visitation, and equally object to its exercise. A Slave Trade adventurer, carrying the French colours, is no more subject to examination by a British cruizer than if he hoisted the colours of the United States, and in neither case is it the assumption of the flag which confers the immunity, but the legal character of the vessel, agreeably to the principle stated in my letter to Lord Napier of April 10, 1858, and which was laid down by Mr. Webster, by order of the President of the United States, in a letter to Mr. Everett, their Minister in London, dated March 28, 1843.

Lord Malmesbury, while referring to the report of Commodore Wise, depicting the horrors of the Slave Trade, considers the circumstances of so flagrant a nature as to be

"calculated to move the most prejudiced feelings in regard to the question of the right of visit, and to urge the most decided measures for the suppression of proceedings which must be held to be equivalent to the grossest acts of piracy."

As to the suffering and loss of life referred to, they are everywhere known and condemned. The horrors of the passage can scarcely be described in more powerful language than has already been employed in making them known to the world. But the question of effectual repression presents grave practical difficulties, and in their consideration it is not alone the nature of the traffic, but there are other important circumstances also which must be taken into view.

I do not understand precisely the bearing of the remark of Lord Malmesbury, that these revolting cruelties are calculated to move the most prejudiced feelings in regard to the question of the right of visit, &c. There is no right of visit, except, as Lord Stowell said, from the belligerent claim. The forcible visitation of vessels upon the ocean is prohibited by the law of nations in time of peace, and this exemption from foreign jurisdiction is now recognized by Great Britain, and it is believed by all other commercial Powers. Even if the exercise of a right of visit were essential to the suppression of the Slave Trade, whether such a right should be conceded by one nation to its co-States of the world, is a question for its own consideration, involving very serious consequences, but which is little likely to encounter any prejudiced feelings in favour of the Slave Trade in its solution, nor to be influenced by them; but there is a just reason to believe that the value of a right of visitation, as a means of putting an end to this Traffic, has been greatly overrated. The object of such visitation is to ascertain the national character of a vessel. If found to belong to the same nation as the cruizer making the visit, and violating its laws, she may be seized. If belonging to another nation, she must be released. In whatever employment she may be engaged, unless, indeed, she has become a pirate, in which case she is liable to be captured by the naval force of any civilized Power. If the United States maintained that, by carrying their flag at her mast-head, any vessel became thereby entitled to the immunity which belongs to American vessels, they might well be reproached with assuming a position which would go far towards shielding crimes upon the ocean from punishment; but they advance no such pretension, while they concede that, if in the honest examination of a vessel sailing under American colours, but accompanied by strongly-marked suspicious circumstances, a mistake is made, and she is found to be entitled to the flag she bears, but no injury is committed, and the conduct of the boarding party is irreproachable, no Government would be likely to make a case thus exceptional in its character a subject of serious reclamation.

The security against the abuse of any such power is to be found in the responsibility of the nation whose naval force commits an unlawful act, and in the right of the injured party to adopt such measures of redress as it may consider due to the nature of the injury. But to reverse the relation of the parties, and to confer upon the aggressor the right to decide when he may exercise this armed and summary jurisdiction, is improvidently to prostrate one of the barriers of national defence wisely constructed by the public law of the world. Whatever guards might be provided by Conventional stipulations against the arbitrary exercise of such an authority, from its very nature, and the circumstances attending its exercise, strength and weakness being brought into contact, and upon every part of the ocean, "these detentions," in the words of Mr. Webster, "necessarily lead to serious inconvenience and injury. Besides the pecuniary loss they occasion," he adds, with truth, "they too frequently irritate individuals, cause warm blood, and produce nothing but ill effects on the amicable relations existing between the countries." This Government chooses to reserve this power of judgment to itself, disposed at the same time to deal fairly with such mistakes as may honestly occur, but not disposed to convert trespasses into legal acts by previous Conventional arrangements.

Lord Malmesbury expresses the conviction of the British Government that, equally with themselves, the Government of the United States will view with horror the prostitution of the American flag to the purposes of the Slave Trade. This admission is but an act of justice; though certainly there is nothing in the principles or position we have maintained, which called for its formal communication. This country was the first among the nations of the world to make the prosecution of the Slave Trade by its citizens a capital offence, and their repugnance to it has ever since been constant and constantly avowed.

Certainly the Government, though it is satisfied that the extent to which the employment of *bond fide* American vessels in this Trade has been carried has been greatly overrated, has seen the abuse of its flag with as much aversion as the crime has inspired in Great Britain, and it is well persuaded that the British Government has viewed with as much aversion as the Government of this country the similar abuse which has heretofore

taken place of the British flag. Both of these nations, all civilized nations indeed, are under serious obligations to provide for the suppression of crimes within their jurisdiction, whether upon the land or the water. But even the sternest legislation, and the most vigorous administration, cannot always prevent the commission of crimes, nor ensure their punishment, and a nation fully meets its responsibility when it fairly adapts its measures to the circumstances in which it is placed, and of these it must necessarily be the judge.

Lord Malmesbury assures you the British Government believe, "that the Government of the United States will be prepared to vindicate the honour of its flag by repudiating acts calculated to lower it in the estimation of civilized nations, and by taking effectual steps to prevent its being abused by traffickers in human flesh."

His Lordship will not find himself in error in the expectation that all the duties of the United States connected with this grave subject will be fulfilled, nor in the hope he expresses that the spirit of his communication will not be misunderstood. But while giving these assurances, it is due to the earnest representation he addresses on the part of his Government to the Government of the United States to assure him also that there is nothing either in the course of this Government, nor in the abuse of its flag, which calls for this emphatic reference to its duties, and this expression of the hope that these will be performed. There are high moral considerations which have induced the United States to prohibit their citizens from engaging in this employment. Violations of their laws upon this subject no doubt occasionally take place, as violations of the criminal laws of all countries occur from time to time. I presume it will not be denied that this is a misfortune to which Great Britain is also sometimes exposed, both upon land and water. But the vindication of her honour requires no act of repudiation on her part when such breaches of her laws take place: nor does the abuse of the flag of the United States for any unworthy purpose make this Government responsible, unless, indeed, it fail to perform its proper duties. This it has not done: it has repudiated these acts in the most solemn manner, by declaring them criminal and punishable with death, and it has not the least apprehension that its honour will suffer in the estimation of civilized nations in consequence of the unlawful prosecution of the Slave Trade by its citizens, or by foreigners seeking the protection of its flag. The measures of repression which it has adopted, and which it is prepared to render still more efficient, offer satisfactory proof of its sincerity to all who are disposed to regard its position in a spirit of justice. And if it declines to confer upon another nation the police over its vessels upon the ocean, it is from no sympathy with this commerce, nor from any desire that its citizens should pursue it, but from its conviction that the freedom of the seas is essential to the best interests of the world, and that its maintenance is incompatible with any such concession. And I have reason to believe that the Government of France, in its general views of this subject, agrees substantially with the Government of the United States.

With a view to stimulate the action of this Government, Lord Malmesbury observes, that "the United States have maintained that they are able and determined to preserve the police of the seas in so far as the American flag is concerned, and that by the Treaty of the 9th August, 1842, with Great Britain, they have engaged to maintain a force on the coast of Africa to control proceedings such as those which form the subject of this note."

I do not know to what particular declaration, made on the part of this country regarding the police of its vessels upon the ocean, Lord Malmesbury refers in the above quotation. But I have no hesitation in admitting that it expresses the views of the United States, and it is presumed that it expresses also the views of all other commercial Powers.

By the Law of Nations, every independent State possesses the exclusive right of police over all persons within its jurisdiction, whether upon its soil or in its vessels upon the ocean. And this national prerogative can only be interfered with in cases where acts of piracy are committed, which, by the public law of the world, are cognizable by any Power seizing the vessel, thus excluded from the common rights of the ocean. Lord Malmesbury, indeed, remarks, that these Slave Trade proceedings "must be held to be equivalent to the grossest acts of piracy." But, reprehensible as is that Traffic, it is not piracy, nor is it equivalent to piracy in any of the legal consequences which result from it. It is an offence created by national, not by international, law, and is punishable only by the country to which the offenders are responsible. The United States have, indeed, by statutory provision, declared it piracy, but that is a domestic regulation, merely adopted for the purposes of its own criminal justice, but which gives no jurisdiction to any foreign Power.

The police over their own vessels being a right inherent in all independent States, each of them is responsible to the public opinion of the world for its faithful preservation, as it is responsible for the execution of any other duty. The measures it will adopt must depend upon its own judgment; and whether these are efficient or inefficient, no other

nation has a right of interfering. And the same principles are applicable to territorial jurisdiction. Good laws it is the duty of every Government to provide, and also to make suitable provision for their just administration. But because offenders sometimes escape, nations are not therefore disposed to admit any participation in the execution of these laws, even though such a measure might ensure their more faithful execution.

Commodore Wise looks to a Conventional arrangement between Great Britain and the United States, by which British cruisers may be permitted to capture American vessels, with a view to their surrender to the American naval forces, as the most effectual means of suppressing the Slave Trade. I believe the object may be certainly attained without the adoption of this professional suggestion; if not, I should have no hope of its accomplishment. The surrender of a right of police over its vessels to the armed cruisers of a great maritime Power, is a measure which this country would sternly reject under all circumstances, even at the hazard of being accused of refusing to co-operate in the effort to annihilate this employment. Such a system of foreign interference might, indeed, sometimes be usefully exercised upon the ocean in the detection and punishment of crimes; but the additional security thus gained would be dearly purchased by the sacrifice of an important element of national independence, and in its practical operation an immense navy could exercise no such authority over the commercial marine of other Powers, without the commission of aggressions which could not fail to lead to dangerous consequences. Nor would such a proposition be rendered more acceptable by the suggestion made by Commodore Wise, that the trans-Atlantic slave-dealers will make vigorous efforts during the coming season; "and if they extend their enterprises to the Bights of Benin and Biafra, farewell to the remunerative and rapidly-increasing trade which is now carried on on that coast." Whether the object be commercial or philanthropic, the United States would still be opposed to the exercise of a foreign jurisdiction over their vessels.

The report of Commodore Wise, which contains this expression of apprehension, contains also various statements respecting the operations upon the coast of Africa; but the information in the possession of this Department is not sufficient to enable me to form a judgment of their correctness. In some important particulars they are at variance with the reports received from officers of our African squadron, and I shall therefore request the Secretary of the Navy to furnish me with copies of so much of them as relate to these points, and shall transmit them to you, that you may invite the attention of the Earl of Malmesbury to the subject, with a view to the adoption of such measures as will remove all fear of difficulties hereafter.

There is one statement, however, of Commodore Wise, which calls for immediate consideration. That officer says that, "last year slavers were (in the majority of cases) captured through their captains foregoing the protection of the American flag, but now American slavers are arriving and sailing with almost as much impunity as if they were engaged in legal traffic." That vessels employed in this Traffic too often escape, there can be no doubt, but that they pursue it with as little risk as is here indicated, is an obvious error. Such a denunciation is irreconcilable with the presence of a squadron of repression upon that coast, unless, indeed, its duties are flagrantly neglected, and its officers regardless of what they owe to themselves and their country. It would be a work of supererogation to defend them from such an accusation. Their best defence is to be found in the glory of that navy which they have so successfully laboured to build up, and in the high estimation in which they are held by their countrymen.

As to the charge of "foregoing the protection of the American flag," I presume Commodore Wise refers to the practice of which I complained in my letter to Lord Napier of April 10, 1858, by which the masters of vessels furnished with American papers were induced, by the representations of the British boarding officers, to throw their papers overboard. Why they should do so, without being influenced by threats, or by the hope of escaping impending punishment, it is difficult, impossible indeed, to conceive.

If a vessel has regular American papers she is beyond the reach of a British cruiser, which, in the language of Commodore Wise, "has no legal right to molest them [her] in any way." What advantage, then, does she gain by the loss of her papers, whose destruction at once subjects her to capture, and to the disposition of the British naval authorities? If taken by an American cruiser, the persons found on board such vessel engaged in the Slave Trade are liable to the punishment of death; while, if they voluntarily subjected themselves, by the destruction of their papers, to be arrested by the British naval authorities, it is understood to have been the practice to land them upon the nearest part of the coast, where they were left free; while the captors were entitled to prize money for the vessel and her living cargo.

The nature of the inducement held out for this surrender, heretofore referred to in my letter to Lord Napier, of April last, is indicated by the answer of Commodore Wise to the

inquiry of Lieutenant Davidson, of the American navy, who had asked the Commodore whether, in the event of his meeting an American slaver, under American colours, and bearing genuine papers, he would use means to induce the captain to throw his colours and papers overboard. To which he replied, "Well, I might strain a point, and tell the captain the 'Dale' was just near at hand." The "Dale" is an American vessel-of-war, and capture by her would subject the offenders to the extreme punishment provided by the law of the United States. By such proceeding it is not American protection which is foregone, to use the expression of Commodore Wise, but American justice which is defeated. Commodore Wise seems to be under the impression that this reprehensible practice is now abandoned. The information received from our African squadron justifies a different conclusion, and, indeed, the circumstances attending the capture of the "*Rufus Soule*" in October last, as reported to the Navy Department, lead to the opinion that some such means are yet resorted to, and with the same protection of the criminals against punishment; for the crew of that vessel were landed upon the coast, and suffered to depart. The facts connected with the capture and burning of the vessel are very differently represented by the American and British officers. The proceedings were attended with circumstances so very reprehensible, if not clearly justified by the situation of the vessel, that I desire, when the reports from the Navy Department reach you, that you request an immediate investigation of the transaction, and the adoption of such measures of redress and prevention as the state of the case may call for.

The tenour of some of the remarks in the despatch of Lord Malmesbury render it proper to advert, somewhat in detail, to the views he has presented. That course became necessary, in order to redeem the United States from any misapprehension under which his Lordship might labour, that their indisposition to admit any other nation to a participation in the exercise of criminal jurisdiction, either preventive or punitive, over their commerce or navigation, originated in any sympathy with this unlawful occupation. Far other motives have influenced their course.

The question of suppression, under existing circumstances, presents, as I have already said, serious practical difficulties, arising out of dangers to the freedom of the seas, and out of the extraordinary exertions to enterprising men well acquainted with the business, and which are called into action by the enormous profits which a successful adventure is sure to bring.

The British Government has been already informed that this Government entertains serious doubts of the efficiency of the African squadrons which are employed in the suppression of the Slave Trade in accomplishing this work. They cannot close the long line of coast where it is most active; and the success which has attended these efforts of prevention bears a very unequal proportion to the expenditure of life and treasure they have cost. But the President is unwilling, notwithstanding these doubts, to withhold the co-operation of the United States from this work of repression, and the serious appeal of the British Government is entitled to respectful attention.

The President is prepared to adopt all proper measures within the sphere of his constitutional authority, to prevent American vessels or citizens from being engaged in the Slave Trade. But while giving this assurance, I am also instructed by the President to express the confident hope that the British Government may be able to secure, at an early day, the complete fulfilment of its Treaty stipulations on this subject with the Government of Spain. I cannot doubt that such a fulfilment would go very far towards accomplishing the purpose which both nations have in view, of closing the Traffic in African slaves.

There are measures, too, which the British Government can adopt in Africa, and which, it is believed, will materially contribute towards the accomplishment of the object. In my letter to Lord Napier of April 10, 1858, I made the same suggestion, and subsequent information has confirmed the opinion there expressed. In the hope that it may meet the attention of Lord Malmesbury, and may lead to a favourable consideration of the proposition, I transfer to this letter what I then said upon the subject:—

"But other means have been suggested by persons intimately acquainted with the slave coast, and who have watched the Slave Trade operations, and which offer encouraging prospects of success, if adopted. These suggestions relate to the extension and improvement of the free colonial establishments in that region, so as to create barriers at the most exposed points, and also to the construction of small military posts, or block-houses, garrisoned from the acclimated population at or near the places to which the course of the Trade has been directed, and where the means of interchange may be found."

So far as respects the action of the United States, no additional legislation is deemed necessary. By the Treaty of Ghent in 1814, and by the Ashburton Treaty of 1842,

their condemnation of the Slave Trade is formally expressed, and its prosecution has been made a statutory offence, punishable with death. They have maintained upon the Coast of Africa a larger force, it is believed, in proportion to the extent of their navy, than any other Power, and this disparity will be still further increased as soon as the additional measures directed by the President are carried into effect. These measures look to the employment of armed steamers upon the African Coast and in the Cuban waters, a description of force far better adapted than sailing vessels to the pursuit and capture of the rapid craft which carry on this trade. The number of vessels which may be detached upon this duty will depend upon the state of the public service, but it is hoped that two at least may be ordered to Africa, and three or more to Cuba. The Ashburton Treaty requires that each of the Powers, parties to it, shall maintain a squadron upon the coast of Africa carrying at least eighty guns. But if by mutual consent, the number of guns were reduced, and small steam-vessels substituted for sailing-vessels, the service would be much more efficiently performed, and the expense not increased.

You are instructed to read this despatch to Lord Malmesbury, and, should he desire it, you may leave a copy with him.

I am, &c.
(Signed) LEW. CASS.

No. 364.

Lord Napier to the Earl of Malmesbury.—(Received March 22.)

(Extract.)

Washington, March 6, 1859.

IN conformity with the sense of your Lordship's instruction of the 11th ultimo, I sought an interview yesterday with General Cass, and imparted to him your Lordship's opinion that, for the purpose of maintaining a sustained and regular blockade of the African coast, it would be desirable that the United States' steam-vessels to be employed hereafter against the Slave Trade, should have some coaling and victualling stations on the continent, for otherwise they would be constantly withdrawn, as had heretofore been the case, from their cruising-ground, to be provisioned and refitted elsewhere.

The Secretary of State remarked, that this was a professional question on which he was not competent to pronounce a judgment.

I availed myself of the same occasion to state to General Cass that, as he had expressed his desire to co-operate with Her Majesty's Government in making remonstrances to the Cabinet of Madrid against the continuance of slave-importation in Cuba, and also to join in some measure of maritime repression round the coasts of that island, it would be gratifying to Her Majesty's Government to receive some suggestions on these points from the Government of the United States.

General Cass, being called away suddenly to attend the President, left in my hands, for perusal, his note to Mr. Dallas of the 23rd of February, to which I need not further allude, and a communication under date of January 25, to Count de Sartiges, commenting upon the French Memorandum, at that time transmitted to the Government of the United States, and subsequently forwarded to me in your Lordship's despatch of the 14th of January last.

Before taking leave of the Secretary of State, I read to him your Lordship's instruction of the 11th February, by which I am desired strongly to urge upon the Government of the United States, the expediency of formally recognizing the right of the naval officer to compel a merchant vessel by force, if necessary, to hoist the colours of the nation to which she claims to belong; explaining, at the same time, that the assent of the French Government to this principle seemed to be conditional on that of the United States.

General Cass replied very much as he had done before—that he felt great difficulty in acknowledging *à priori* the right of a vessel of war to fire into a merchant-vessel for the purpose of enforcing the exhibition of a flag; but still, in his own opinion—for he had no official resolution to deliver—an American vessel which should refuse to display her colours, would be, in a manner, “denationalized;” and that the Government of the United States would not be hasty to resent the measures of restraint or compulsion which might be adopted by a foreign officer in ascertaining her nationality. Indeed, he thought that previous intimation might be made to sea-going vessels, that in case of a stubborn refusal to show a flag, they would not be entitled to the protection of their Government.

UNITED STATES. (*Consular*)—*Charleston.*

No. 365.

Consul Bunch to the Earl of Malmesbury.—(Received June 21.)

(Extract.)

Charleston, May 31, 1858.

I HAVE the honour to transmit herewith to your Lordship two copies of a letter which has been addressed by the Secretary of the Treasury of the United States to the Collector of this port, on the subject of a proposal to bring "free emigrants" from the coast of Africa to a port of the United States. The facts of the case are, briefly, as follows :—

Messrs. E. Lafitte & Co., a mercantile house established in the city, proposed to send the American ship "Richard Cobden," of 750 tons burthen, W. F. Black, master, from this port to the coast of Africa, on a voyage such as I have described above. Before doing so, however, they applied to the Collector to be informed whether he would permit the vessel to clear at the Custom-house after such an avowal of the object of the voyage, and as that functionary appeared to entertain some doubt as to the matter, he submitted the question to the Secretary of the Treasury on the 20th of April last, who replied on the 22nd instant, in the letter now submitted to your Lordship. Mr. Cobb proves most satisfactorily that the proposed voyage would be contrary to the laws of the United States, and instructs the Collector not to clear the vessel.

It may be as well to add that no idea is entertained by any one that the "Richard Cobden" would ever have returned to any "port in the United States," had her voyage been consummated. The "free emigrants" would, beyond a doubt, have found their way to a Cuban plantation, had the "Richard Cobden" not been intercepted by one of Her Majesty's cruisers.

Inclosure in No. 365.

Mr. Cobb to Mr. Colcock.

Sir,

Treasury Department, May 22, 1858.

IT appears from your letter of 20th April, 1858, that application has been made to you by E. Lafitte and Co., merchants, of Charleston, South Carolina, "to clear the American ship 'Richard Cobden,' W. F. Black, master, burthen 750 $\frac{3}{4}$ tons, for the coast of Africa, for the purpose of taking on board African emigrants, in accordance with the United States Passenger Laws, and returning with the same to a port in the United States."

You ask the opinion of the Department upon the propriety of your granting or refusing the application.

The question is an important one, and I have delayed an answer to your letter until I could give the subject a proper examination.

The form in which this application is presented, involves the question in some embarrassment. The object of the applicants must be either to import Africans, to be disposed of as slaves, or to be bound to labour or service, or else to bring them into the country like other emigrants, to be entitled, on their arrival, to all the rights and privileges of freemen. In either of the two first-named contingencies, the object would be so clearly and manifestly against the laws of the United States, as to leave no room for doubt or hesitation. I deem it proper, however, to call your attention to the provisions of those laws, as they indicate very clearly the general policy of the Government on the subject of African importation.

Prior to the 1st January, 1808, the time fixed by the Constitution when Congress would be authorized to prohibit such importation, the Acts of 2nd March, 1794, and

10th May, 1800, were passed. These laws indicate the strong opposition felt at that time to the African Slave Trade. The subsequent Act of 2nd March, 1807 and 20th April, 1818, as well as the Acts of 3rd March, 1819, and 15th May, 1820, show not only the promptness with which the power was exercised by Congress of prohibiting this trade to the United States, but they also bear evidence of the stern purpose of enforcing their provisions by severe penalties and large expenditures. The legislation of the slave-holding States, prior to 1808, exhibits the fact that the first steps taken for its suppression were inaugurated by them.

There is no subject upon which the statute books of our country afford more conclusive evidence than the general opposition everywhere felt to the continuance of the African Slave Trade.

By reference to the Acts of 1794 and 1800 against the Slave Trade generally, it will be seen that their operation was confined to slaves *eo nomine*. The first section of the Act of 1794 provides, "That no citizen or citizens of the United States, or foreigner, or any other person coming into or residing within the same, shall, for himself or any other person whatsoever, either as master, factor, or owner, build, fit, equip, load, or otherwise prepare any ship or vessel, within any port or place of the said United States, nor shall cause any ship or vessel to sail from any port or place within the same, for the purpose of carrying on any Trade or Traffic in Slaves to any foreign country; or for the purpose of procuring, from any foreign kingdom, place, or country, the inhabitants of such kingdom, place, or country, to be transported to any foreign country, port, or place whatever, to be sold or disposed of, as slaves: and if any ship or vessel shall be so fitted out, as aforesaid, for the said purposes, or shall be caused to sail, so as aforesaid, every such ship or vessel, her tackle, furniture, apparel, and other appurtenances, shall be forfeited to the United States; and shall be liable to be seized, prosecuted, and condemned in any of the Circuit Courts, or District Court for the district where the said ship or vessel may be found and seized."

The language of the Act of 1800 is the same in this respect. Both contemplate, in general terms, the prevention of the Trade in Slaves. When, however, in 1807, and subsequent thereto, Congress undertook to prevent the importation of slaves into the United States, the language of the law was made more stringent and comprehensive. The first section of the Act of 1807 provides, "That from and after the first day of January, one thousand eight hundred and eight, it shall not be lawful to import or bring into the United States or the territories thereof, from any foreign kingdom, place, or country, any negro, mulatto, or person of colour, with intent to hold, sell, or dispose, of such negro, mulatto, or person of colour, as a slave, or to be held to service or labour."

This law seeks not only to prevent the introduction into the United States of slaves from Africa, but any negro, mulatto, or person of colour, whether introduced as slaves, or to be held to service or labour. Whether or not the wisdom of our fathers foresaw at that early day that efforts would be made, under a pretended apprentice system, to renew the Slave Trade under another name, I cannot undertake to say; but the language of the law which they have left to us on the statute book, leaves no doubt of the fact that they intended to provide, in the most unequivocal manner, against the increase of that class of population by immigration from Africa. No one could then have contemplated an object for which African emigrants would be brought to this country, which is not clearly guarded against and forbidden by the law to which I am now referring. It is only necessary to add that subsequent Acts on the subject contain the same language. This view of the subject is strengthened by reference to the provisions of the Act of 28th February, 1803. The first section of that Act is as follows: "That from and after the first day of April next, no master or captain of any ship or vessel, or any other person, shall import or bring, or cause to be imported or brought, any negro, mulatto, or other person of colour, not being a native, citizen, or registered seaman of the United States, or seamen natives of countries beyond the Cape of Good Hope, into any port or place of the United States, which port or place shall be situated in any State which by law has prohibited, or shall prohibit, the admission or importation of such negro, mulatto, or other person of colour; and if any captain or master aforesaid, or any other person, shall import or bring, or cause to be imported or brought, into any of the ports or places aforesaid, any of the persons whose admission or importation is prohibited as aforesaid, he shall forfeit and pay the sum of one thousand dollars for each and every negro, mulatto, or other person of colour, aforesaid, brought or imported as aforesaid, to be sued and recovered by action of debt, in any Court in the United States—one-half thereof to the use of the United States, the other half to pay any person or persons prosecuting for the penalty; and in any action instituted for the recovery of the penalty aforesaid, the person or persons sued may be held to special

bail : Provided always, That nothing in this Act shall be construed to prohibit the admission of Indians."

It will be seen that Congress, by this Act, undertook to co-operate with those States which, by State legislation, had interposed to prevent the importation of negroes into this country. At that time the constitutional prohibition to which I have before referred, restrained Congress from the exercise of the absolute power of prohibiting such importation. The States, however, being under no such restraint, had in several instances adopted measures of their own : and the Act of 1803 shows the promptness of the General Government in exercising whatever power it possessed in furtherance of the object. The language of this Act is important in another view. It will be observed that its object is to prevent the importation into the United States of " any negro, mulatto, or other person of colour, not being a native, a citizen, or registered seaman of the United States, or seamen natives of countries beyond the Cape of Good Hope." It is not confined to slaves or negroes bound to labour, but contemplates the exclusion, in the broadest terms, of all such persons, without regard to the character in which they may be brought. It excludes free persons as well as slaves and persons bound to labour or service. The only limitation in the Act is, that it is confined to such persons as are prevented by the laws of any of the States from being imported into such States.

At that time there existed laws of some of the States, not only prohibiting the introduction of negro slaves, but also free negroes. Indeed the policy of the slave-holding States has always been opposed to the increase of its free negro population ; and it is proper here to remark, that at the present time that policy is more earnestly sustained in those States than at any previous period of their history. After this reference to the laws on the subject, it is hardly necessary to repeat, that if the application of Messrs. Lafitte and Co. contemplates the introduction of negroes into the United States from Africa, either in the character of slaves or as apprentices bound to service or labour, it is clearly in violation of both the letter and spirit of the law, and cannot be granted.

The form of the application made by Messrs. Lafitte and Co. would seem to contemplate the introduction into the United States of negroes from Africa, entitled, on their arrival, to all the rights and privileges of freemen. The proposition, upon its face, is so absurd that it is hardly worthy of serious refutation. Messrs. Lafitte and Co. ask us to believe that their vessel, fitted out in the port of Charleston, South Carolina, is going upon a voyage to Africa, to bring to some port in the United States a cargo of free negroes. The port to which the vessel expects to return is not indicated. It cannot be the one from which it sails, nor any other port in the State of South Carolina, as the introduction of free negroes into that State is wisely prohibited by stringent laws and heavy penalties. It cannot be the port of any other slave-holding State, as similar laws in each of those States alike forbid it. The reason for such laws is so manifest, that I do not feel called upon either to produce the evidence of their existence, or to justify the policy which led to their adoption. It is sufficient to know that the public mind of that section of the Union is not more cordially agreed upon any one subject than upon the propriety and necessity of prohibiting, as far as possible, an increase of the free negro population ; and hence the laws to which I refer, prohibiting their importation from any place.

Can it be that Messrs. Lafitte and Co. propose to return, with their cargo of free negroes, to a port in some of the non-slaveholding States ? I am not aware of a single State where these new-comers would receive a tolerant, much less a cordial, welcome ; whilst, by stringent laws and constitutional provisions, some of them have provided for their unconditional exclusion.

Looking beyond the legislation which has been had on the subject by the General Government, and both the slaveholding and non-slaveholding States, I may be permitted to refer, in this connection, to the various, repeated and earnest efforts which have been made in every section of the Union, to provide for the removal from our midst of this most unfortunate class. However variant the motives which have induced these efforts with different persons, in different sections of the country, they all exhibit an earnest desire to diminish rather than increase the free negro population. This public opinion, thus manifested in every form, is familiar to every one, and it would be doing great injustice to the intelligence of Messrs. Lafitte and Co., to suppose that they alone were ignorant of it. Where, then, do they propose to land their cargo of free negroes ? What is the motive which induces the enterprise ? It cannot be the profits of the voyage. There are no African emigrants seeking a passage to this country ; and if there were, they have no means of remunerating Messrs. Lafitte and Co. for bringing them. The motive cannot be mere philanthropy, for it would confer no benefit upon these negroes to bring them to our shores, where, if permitted to land at all, it would only be to occupy our pest-houses, hospitals, and prisons. To believe, under the circumstances, that there is a *bona fide*

purpose, on the part of Messrs. Lafitte and Co., to bring African emigrants to this country to enjoy the rights and privileges of freemen, would require an amount of credulity that would justly subject the person so believing to the charge of mental imbecility. The conviction is irresistible, that the object of the proposed enterprise is to bring these "African emigrants" into the country, with the view either of making slaves of them, or of holding them to service or labour. If so, it is an attempt to evade the laws of the country on the subject of African importation, to which I have called your attention.

Ordinarily, it would be an unsafe rule for a public officer to act upon the suspicion of a purpose on the part of another to violate the laws of the country, but in this case it is put so clearly beyond the reach of doubt, that I think that you not only can, but that you are in duty bound to act upon the presumption, that it is the intention of Messrs. Lafitte and Co. to evade the laws of the United States, and you should accordingly refuse their vessel the clearance asked for.

I am, &c.

(Signed) HOWELL COBB,
Secretary to the Treasury.

No. 366.

Consul Bunch to the Earl of Malmesbury.—(Received September 13.)

My Lord,

New York, August 28, 1858.

I HAVE the honour to report to your Lordship from this city (whither I have come in conformity with my usual leave of absence to escape the yellow fever which is raging in Charleston), that a slaver has been captured off the coast of Cuba, with 318 slaves on board. It appears that, on the 21st instant, the United States' schooner "Dolphin," Lieutenant John N. Maffitt, commanding, left Sagua la Grande for Key West; that she soon saw a sail a-head, standing on the same course as herself, and gaining on her rapidly; that at 4 P.M. this sail being ahead, hauled on the wind, as if trying to get out of the "Dolphin's" course, which caused her to be regarded as a suspicious craft; that the "Dolphin" tacked in pursuit, hoisting English colours, and firing a blank cartridge, which not being answered, another was fired at half-past 4 P.M., and at 5 a shot across the bows, which had the effect of producing an American flag at the peak; that she continued her course, trying to escape, when a well-directed shot from the "Dolphin" took effect in her fore-rigging, when she hove-to and lowered her colours.

A boat was sent on board, when she proved to be a brig from the African coast, with 318 negroes on board. Her name had, apparently, been originally the "Putnam," but this was painted over and the name "Echo" remained. The prize was placed in charge of Lieutenant Bradford and Second Lieutenant Carpenter, of the "Dolphin," who were ordered to carry her into Charleston, at which port she arrived yesterday, and was placed in quarantine.

Sufficient time has not elapsed to enable the United States' authorities at Charleston to take steps for ascertaining the owners, or punishing the crew of this vessel, I cannot, therefore, furnish your Lordship with any further details at present, but I trust soon to report fully in the matter. By the law of the United States the negroes should be restored to Africa at the expense of the United States' Government.

I have, &c.

(Signed) ROBERT BUNCH.

No. 367.

Consul Bunch to the Earl of Malmesbury.—(Received September 27.)

(Extract.)

New York, September 14, 1858.

WITH reference to the subject of my despatch of the 28th ultimo, being the capture, by the United States' schooner "Dolphin," of an American slaver on the Coast of Cuba, and her arrival at Charleston, I have now the honour to state that the negroes were at once taken charge of by the United States' Marshal in the name of the Federal Government. They were supplied with clothing and other necessities, and deposited in Fort Sumpter, a new fort of considerable size at the entrance of the harbour of Charleston, detached from the main land, and in every respect adapted to be a receptacle for these unfortunate creatures.

Considerable excitement prevailed at Charleston on the arrival of this, the first slaving-vessel which has entered the port during the last sixty years, and there were not wanting those who displayed an anxiety to hand the Africans over to the custody of the State of South Carolina, in which case they would, in all probability, have soon found their way to the cotton and rice plantations. Fortunately, however, the officers of the United States were on the alert, and the law, which is too clear to admit of a doubtful interpretation, has thus far been carried out.

Meanwhile the President of the United States had ordered the United States' steam-frigate "Niagara" to Charleston for the purpose of conveying the Africans to Liberia, and had concluded an arrangement with the Directors of the American Colonization Society, under whose auspices they will be provided for, at the expense of the United States, for one year after their arrival at that settlement. The "Niagara" sailed from this port on Sunday afternoon, but has not yet reached Charleston.

So soon as the Africans shall be safely re-embarked I shall have the honour of reporting the fact to your Lordship.

The captain and crew of the slaver are in custody, and will, probably, be tried at Columbia, the capital of South Carolina, in November next, before a Justice of the Supreme Court of the United States.

No. 368.

Consul Bunch to the Earl of Malmesbury.—(Received October 11.)

My Lord,

New York, September 25, 1858.

WITH reference to the subject of my despatches of the 28th ultimo and the 14th instant, I have now the honour to report that the United States' steam-frigate "Niagara" sailed from the port of Charleston on Tuesday, the 21st instant, for Liberia, having on board 271 of the Africans who were lately rescued from slavery by the United States' schooner "Dolphin," off the coast of Cuba.

The number brought into Charleston having been 306, your Lordship will perceive that 35 died during their stay at that port.

I have, &c.

(Signed) ROBERT BUNCH.

No. 369.

Consul Bunch to the Earl of Malmesbury.—(Received January 3, 1859.)

(Extract.)

Charleston, December 13, 1858.

IN my despatch of the 14th of September last, I did myself the honour to state to your Lordship, with reference to the case of the American slaver "Echo," sent into this port by the United States' schooner "Dolphin," that the crew of that vessel would probably be tried at Columbia, the capital of this State, during the month of November, on the charge of piracy.

Although, owing to circumstances which I shall proceed to explain, no trial has as yet taken place, I beg leave to communicate herewith to your Lordship all that has been done in this very remarkable question.

The term of the Circuit Court of the United States for the District of South Carolina was opened at Columbia on the 29th ultimo. It was presided over by Judge Wayne, one of the Justices of the Supreme Court of the United States, and Mr. Magrath, the Judge of the United States' Court for this district. A grand jury having been impanelled, the case of the prisoners, sixteen in number, all of whom had been actually taken on board of the schooner "Echo," was submitted to them on the 29th November by Mr. James Conner, the District Attorney of the United States, and the necessary witnesses were in attendance. Mr. Conner, of course, appeared for the prosecution, and was supported by Mr. Hayne, the State District Attorney (not a Federal officer), who was specially retained by the Government of the United States to assist their own officer. The prisoners were defended by Messrs. Spratt, Gregg, De Treville, and Bellinger.

The indictment was framed upon the Act of Congress of May 15, 1820, which makes it piracy to "receive or force on board a vessel a negro, not being a slave, with the intention of carrying him into slavery." The punishment for this offence is death.

The grand jury retired with the indictment, and summoned before them, as I am

informed by the District Attorney, some of the witnesses whom he had provided; and, after a very cursory and imperfect examination of them, returned into Court on the 30th of November, with the finding "No bill" endorsed upon the indictment. The District Attorney then moved that the prisoners should be remanded to await the finding of another grand jury, at the next session of the Court. This was opposed by the counsel for the defence, who requested that they might be brought up on a writ of *habeas corpus*, and discharged, as there was no charge against them. The Judges granted the former part of this motion, and on Saturday, the 4th December, the prisoners were brought up before the Court. A grand argument ensued, principally directed to impugning and defending the constitutionality of the law of the United States under which the indictment was laid; and on the 9th of December the Judges decided in favour of the law as it stands, and remanded the prisoners and witnesses to the custody of the United States' Marshal until April next.

No. 370.

Consul Bunch to the Earl of Malmesbury.—(Received January 31.)

(Extract.)

Charleston, January 12, 1859.

IN the month of October last, there arrived at this port a ketch called the "*Brothers*," which had been captured on the coast of Africa by the United States' sloop of war "*Marion*," under suspicion of being engaged in the Slave Trade. She had an American register on board, and hoisted the American flag, and was fully equipped for the Slave Trade, there being found on board a large quantity of plank, evidently meant for a slave-deck; 10,000 gallons of water, a large quantity of rice and of beans, 2 coppers for cooking, 24 pairs of shackles, 300 or 400 spoons, several dozen tin pans, 20 deck scrapers, and 8,000 dollars in gold doubloons. The American senior naval officer on the coast therefore placed her in charge of Lieutenant Stone, of the "*Marion*," and a prize crew, by whom she was brought into this port.

The vessel, although preserving her American register and flag, had really been sold in the Havana, but she had previously been owned in Charleston by a Mr. Street, and had long been engaged in the West Indian trade. The United States' Consul in the Havana appears not to have caused the register to be returned to the Custom-house here, in consequence of which neglect Mr. Street has been rendered liable to punishment, as the vessel still stands in his name.

The captain and crew of the "*Brothers*" were indicted yesterday in the United States' District Court, before a Grand Jury. The presiding Judge, Mr. Magrath, charged the jury forcibly and clearly, but without effect, as they, almost without inquiry, found that there was "no Bill" on the indictments.

UNITED STATES. (*Consular*)—*Galveston.*

No. 371.

Consul Lynn to the Earl of Malmesbury.—(Received May 4.)

My Lord,

Galveston, April 6, 1858.

I CONSIDER it my duty to transmit herewith, for your Lordship's information, a copy of an Act passed by the 7th Legislature of the State of Texas, intituled "An Act to permit free persons, of African descent, to select their own master and become slaves."

I do not wish to impugn the justice of the Courts of this State; but I cannot forbear to express my belief, that should a free person of African descent be secretly introduced to this State, the proceedings according to this Act, so far as they relate to the volition of the negro, would be wholly illusive, and the forced enslavement of a free person would be legalized where it has hitherto been a penal offence.

I wish more particularly to direct your Lordship's attention to this Act, as it is intended to apply to all persons of African descent, irrespective of their nationality.

I have transmitted to his Excellency Lord Napier a copy of this Act, together with a despatch similar to this which I have now the honour to transmit to your Lordship.

I have, &c.

(Signed) ARTHUR T. LYNN.

Inclosure in No. 371.

An Act to permit Free Persons of African descent to select their own Master and become Slaves.

I. BE it enacted, by the Legislature of the State of Texas :—That it shall be lawful for any free person, of African descent, now in this State, or who may hereafter be within its own limits, being over the age of 14 years, to choose his or her master, and become a slave, upon the terms and conditions hereinafter named: Provided, said slave shall not be subject to forced sale for any debt incurred by, or judgment rendered against, the chosen master prior to the period of enslavement.

II. Whenever any free person of African descent, as aforesaid, desires to choose a master, such person may file a petition in the District Court of the county in which he or she resides, setting forth his or her desire to choose an owner, and stating the name of such person as he or she desires to select as an owner; which petition shall be signed by the petitioner in the presence of at least two subscribing witnesses; and, thereupon, the Clerk of the Court in which such petition shall have been filed shall give notice thereof by posting such notice at the Court-house door for four weeks, and said Clerk shall also issue a summons to the petitioner, and the person designated in the petition as the proposed master, citing them to appear before said Court at the term thereof next succeeding the expiration of the publication of said notice, and shall also issue a subpoena for the subscribing witnesses to the petition, which summons and subpoena shall be executed in the same manner as like process in other cases.

III. Upon the appearance in open Court of both the petitioners and the person designated in the petition as the desired master, the Court shall proceed to examine each party separately, as well as the subscribing witnesses to the petition, and such other persons as the Court may see fit; and at such examination the District Attorney shall be present, and see that a full examination is had, and he shall represent the petitioner in such examination; and if upon such examination the Court shall be satisfied that there is no fraud or collusion between the parties, that the proposed master is a person of good

repute, and that there is no good reason to the contrary, the said Court shall have power, by decree entered on the records of the Court, to grant the prayer of the petitioner, and from the entry of such decree, the property in said person of African descent, as a slave, shall vest in the person so chosen as master; and his rights and liabilities, and the condition of the petitioner, shall, in all respects, be the same as though such petitioner had been born a slave to the master so chosen.

IV. When any such petitioner, as hereinbefore mentioned, shall be a female, having children under 14 years of age, and shall in her petition ask that such children shall become the slaves of the same person chosen by her as her master; if the Court shall, after examination, as in this Act before provided, grant the prayer of the petitioner as to herself, it shall also decree such children in like manner to be the slaves of the same owner: Provided, that where the mother of such children of African descent, under the age of 14 years, shall be deceased, in that case the next friend of such children shall have authority in their behalf to proceed in the same manner to the selection of a master for them, as the mother might do under the provisions of this Act.

V. The District Attorney shall be entitled to a fee of ten dollars for each examination attended by him under the provisions of this Act, which shall be taxed as costs in the proceedings, and all the costs of the proceedings shall be paid by the master to whom the slave may be decreed; and after a petition shall have been filed under the provisions of this Act, and during the pendency of the proceedings under the same, no proceedings shall be had against the petitioners under any law of prohibiting free persons of colour from remaining in, or coming to, this State.

UNITED STATES. (*Consular*)—*New Orleans.*

No. 372.

Consul Mure to the Earl of Malmesbury.—(Received April 9.)

(Extract.)

New Orleans, March 18, 1858.

IN reference to the despatch of the 5th current,* which I had the honour of addressing your Lordship regarding the measure pending before this Legislature of the State, for the importation of free blacks to be apprenticed as labourers for a period of fifteen years, I now beg to inform your Lordship that the Bill was rejected in the Senate, though only by a majority of two votes.

A paragraph has been going the round of the newspapers, to the effect that a depôt has been opened for the importation and sale of African slaves on Pearl River, in the adjoining State of Mississippi. I have made inquiries on the subject, and can find no foundation for such a rumour.

* Class B, presented 1858, No. 628.

UNITED STATES. (*Consular*)—*Savannah*.

No. 373.

Consul Molyneux to the Earl of Malmesbury.—(Received January 31.)

My Lord,

Savannah, January 12, 1859.

I HAVE the honour to report to your Lordship a case of African slave-trading which has recently occurred within the district of this Consulate.

The yacht "*Wanderer*," of about 235 tons, sailed from Charleston, South Carolina, in July last, on pretence of a pleasure excursion. She proceeded to the coast of Africa, where she remained a few weeks, taking on board about 400 negroes, 80 of whom died on her return voyage; the remainder were covertly landed on Jekyl Island, in St. Andrew's Sound, and subsequently removed to plantations up the Savannah river; a steamer belonging to this port being privately chartered for the purpose.

Suspicion having been excited, the "*Wanderer*" was seized, brought into this port, and libelled. The captain and crew had previously absconded. The United States' Marshal, however, succeeded in arresting, on their arrival in this port, three of the latter, who, after a lengthened examination, have been committed to jail to take their trial at the April term of the United States' District Court, and all the parties believed to be implicated in this daring and discreditable violation of the law have been bailed, in sums varying from 2,000 to 10,000 dollars, to appear at the same Court.

I think it will be difficult to convict the seamen, not from any defect in the evidence, but owing to a feeling in the community that the law is too severe.

A printed copy of the libel in the Admiralty Court against the "*Wanderer*," cut from a newspaper, I inclose. The steamer which brought the negroes cannot be libelled, as it is clear she violated no law, so imperfectly is the statute worded.

For a more detailed account of the voyage of the "*Wanderer*," I beg to refer your Lordship to the inclosed newspaper slips, in which, also, will be seen a portion of the evidence against the seamen.

I have, &c.

(Signed) E. MOLYNEUX.

Inclosure in No. 373.

Extracts from American Newspapers relative to the "Wanderer."

No. 374.

Consul Molyneux to the Earl of Malmesbury.—(Received March 9.)

My Lord,

Savannah, February 14, 1859.

WITH reference to my despatch of the 12th January, I have to acquaint your Lordship that the United States' District Attorney brought in bills of indictment in the Admiralty Court now in session, charging Captain Corrie, of the yacht "*Wanderer*," and three of the crew, Aguirre, Registe, and Brown, with piracy, under the laws of Congress prohibiting the Slave Trade.

The grand jury, after a long investigation, brought in true bills in each case, and the trials will take place at the April term of the United States' District Court.

I have, &c.

(Signed) E. MOLYNEUX.

No. 375.

Consul Molyneux to the Earl of Malmesbury.—(Received March 9.)

My Lord,

Savannah, February 15, 1859.

I BEG to acquaint your Lordship that the grand jury yesterday returned true bills against Charles Mores and Joachim Silvas, a commercial house in the city, and J. Jermina Cassaneras, all Spaniards, charging them with fitting out the Spanish barque "*Angelita*" as a slaver; and they are all bound over to take their trials at the April term of the United States' District Court.

I have, &c.

(Signed) E. MOLYNEUX.

No. 376.

Consul Molyneux to the Earl of Malmesbury.—(Received March 22.)

My Lord,

Savannah, March 1, 1859.

WITH reference to my despatch of the 12th January, I have to acquaint your Lordship that the yacht "*Wanderer*" was condemned at the present term of the Admiralty Court, for being engaged in the Slave Trade, and is advertised by the United States' Marshal for sale at public auction on the 12th March.

I have, &c.

(Signed) E. MOLYNEUX.

ARRANGEMENT
OF
THE PAPERS
PRINTED BY ORDER
OF
THE HOUSE OF COMMONS,
AND OF
THE PAPERS PRESENTED BY COMMAND,
Session 2, 1859,
18th PARLIAMENT.—1st SESSION.—22^o & 23^o VICTORIA.
IN THIRTY-FIVE VOLUMES.
WITH
A LIST OF PAPERS AND ALPHABETICAL INDEX.
TOGETHER WITH
A TABLE AND INDEX TO THE PUBLIC GENERAL ACTS
PASSED IN THIS SESSION.

31 May — 13 August 1859.

22° & 23° Vict.

ARRANGEMENT
OF
The Papers Printed by Order of the House of Commons,
AND OF
The Papers Presented by Command,
Session 2, 1859.

THIRTY-FIVE VOLUMES; viz.

	Volumes.
1.—BILLS, PUBLIC - - - (Two Volumes) - - -	I.—II.
2.—REPORTS FROM COMMITTEES - (Five Volumes) - - -	III.—VII.
3.—REPORTS FROM COMMISSIONERS (Seven Volumes) - - -	VIII.—XIV.
4.—ACCOUNTS AND PAPERS - - (Twenty-one Volumes) - - -	XV—XXXV.

1.—BILLS, PUBLIC:—Two VOLUMES: I.—II.

VOLUME

I.—(1.)—Admiralty Court; Adulteration of Food, &c.; Appeal in Criminal Cases; Attorneys and Solicitors; Bankruptcy and Insolvency (Ireland) Act Amendment; Barbuda Government; Barristers (Ireland); Belfast Borough; Boundaries (Ireland); Cambridge University Commission Continuance; Charitable and Provident Societies; Charitable Trusts Act Continuance; Chester and Holyhead Railway at Holyhead; Chief Superintendent; China; Church Rates Abolition; Church Rates Commutation; Clerk of the Council; Coinage; Coinage Offences; Colonial Legislatures Powers of Repeal; Constabulary Force (Ireland); Corrupt Practices Prevention Act; Cottages (Scotland); County Cess (Ireland) Act Continuance; Court of Probate, &c. (Acquisition of Site); Criminal Justice, Middlesex (Assistant Judge); Criminal Procedure; Criminal Writings; Customs; Diplomatic Pensions; Divorce Court; Dublin Police; Dwellings for Labouring Classes (Ireland); East India Loan; Ecclesiastical Commission; Ecclesiastical Jurisdiction Continuance; Edinburgh, &c. Annuity Tax; Endowed Schools; Episcopal and Capitular Estates Act Continuance; European Troops (India); Fireworks Act Amendment; Fishing Vessels passing the Nore; Forgery; Galway Harbour and Port Act (1853) Amendment; Government of India Act Amendment; High Sheriff's Expenses; Highways; Imprisonment for Small Debts; Inclosure Act Amendment; Inclosure; Income Tax, &c.; Judgments (Ireland); Jury Trial (Scotland) Act Amendment; Larceny; Law Ascertainment Facilities; Law of Property and Trustees Relief Amendment; Local Government Supplemental; Locomotive; London Corporation.

II.—(2.)—Malicious Injuries; Manufactures (Ireland) Act Continuance; Marriages (Lisbon); Masters and Operatives; Medical Acts Amendment; Metropolitan Carriageways; Metropolis Gas Regulation; Metropolis Local Management Act Amendment; Metropolitan Police; Military Savings Banks; Militia Laws Amendment; Municipal Corporations; Newspapers, &c.; North Western Territories (British America); Oaths, &c.; Offences against the Person; Pawnbrokers; Personation; Police (Counties

1.—BILLS, PUBLIC :—*continued.*

VOLUME

- II.—(2.) ties and Boroughs); Poor Law Boards (Payment of Debts); Probates and Letters of Administration (Ireland); Public Charities; Public Health; Public Improvements; Public Justice Offences; Punishment; Queen's Remembrancer, &c.; Railway Companies Arbitration; Reserve Force; Reserve Volunteer Force of Seamen; Roman Catholic Charitable Trusts Law Amendment; Roman Catholic Charities; Roman Catholic Relief Act Amendment; Sale of Gas; Sale of Grain, &c.; Salmon Fishery; Sessional Divisions; Settled Estates Act (1856) Amendment; Speaker of the Legislative Council (Canada); Stamp Duties; Stock in Trade Exemption; Superannuation Act Amendment; Thames Conservancy; Tolls on Carriages; Tramways (Ireland); Turnpike Act Continuance; Trusts Arrangements; Universities Incorporation Act Amendment; Universities (Scotland); University and College Estates Act Amendment; Vexatious Indictments; Weights and Measures Amendment; Westminster New Bridge.

2.—REPORTS FROM COMMITTEES :—FIVE VOLUMES : III.—VII.

VOLUME

- III.— (1.)—Elections : Aylesbury; Beverley; Gloucester (City); Huddersfield.
IV.— (2.)—Elections : Kingston-upon-Hull; Limerick City; Norwich; Pontefract (Childers' Petition); Wakefield.
V.— (3.)—Private Bills; Railway and Canal Bills; Church Rates; Colonization and Settlement (India); Locomotive Bill; Militia Estimates; Queen's Printers' Patent.
VI.— (4.)—Packet and Telegraphic Contracts Committee.
VII.— (5.)—Poor; Irremovable Poor; Poor Law Boards (Payment of Debts); Small Tenements (Poor Rates, &c.); Lunatics.

3.—REPORTS FROM COMMISSIONERS :—SEVEN VOLUMES : VIII.—XIV.

VOLUME

- VIII.— (1.)—INDIAN ARMY: Re-organization of Indian Army.
IX.— (2.)—Militia (Organization, Government, &c.); Weedon, Woolwich, &c. (Store and Clothing Depôts).
X.— (3.)—Belfast, Municipal Affairs of; Loan Fund Board (Ireland); Lunatic Asylums (Ireland).
XI.— (4.)—Decimal Coinage; Local Government Act; Metropolis; Turnpike Roads; Metropolitan Turnpike Trusts; General Report on Turnpike Trusts; Poor (Ireland); Railway and Canal Bills (Board of Trade Report); Woods, Forests and Land Revenues.
XII.— (5.)—Births, Deaths and Marriages; Marriages (Ireland); Coal Mines; Mining Districts; Public Records.
XIII.— (6.—PART I.)—Statute Law Consolidation; Costs of Prosecutions; Convict Prisons; Military Prisons.
XIII.— (6.—PART II.)—Reformatory Schools (Great Britain); Ancient Laws and Institutes (Ireland), Publication of; Convict Prisons (Ireland); Prisons (Ireland).
XIV.— (7.)—British Fisheries; Caledonian Canal; Customs; Emigration; Factories; Inland Revenue; Inclosure; Lunacy; Patents for Inventions; Statute Law Consolidation (Ireland); Charitable Donations and Bequests (Ireland); Dublin Hospitals; Education (Ireland); Queen's College (Belfast); Queen's College (Galway); Fisheries (Ireland); Public Works (Ireland).

4.—ACCOUNTS AND PAPERS :—TWENTY-ONE VOLUMES: XV.—XXXV.

VOLUME

- XV.—(1.)—Finance: Revenue; Public Offices, &c.
- XVI.—(2.)—Estimates: Army, Navy, Civil Services; Civil Contingencies; Revenue Departments.
- XVI.—(3.)—Army and Navy.
- XVII.—(4.)—Navy (Dockyard Economy).
- XVIII.—(5.)—Church; Education; Law; Criminals; Police; Poor; Prisons.
- XX.—(6.)—Colonies; West Indies (Immigration); Correspondence with Colonial Office, &c.—Part I.
- XXI.—(7.)—Colonies: West Indies and Mauritius (Immigration); Correspondence, &c.—Part II.; Reports on the past and present state of the Colonies.
- XXII.—(8.)—Colonies: Australia; Bermuda, &c.; Canada; British North America; Victoria; New South Wales; New Zealand; Trinidad; also, Emigration.
- XXIII.—(9.)—East India: Revenue, Government, Trade, &c.
- XXIV.—(PART I.)—(10.—Part I.)—East India (Education). [I. Bengal and North Western Provinces.]
- (PART I.) } (10.—Part I.) } East India (Education). [I. Bengal and North
contd. } contd. } Western Provinces.]
- (PART II.)—(10.—Part II.)—East India (Education). [II. Madras.]
- (PART III.)—(10.—Part III.)—East India (Education). [III. Bombay.]
- XXV.—(11.)—East India: Annexations of Territory; Affghanistan; King of Delhi; Oude; Travancore; Asiatic Turkey; Budrum and Chidus Expedition.
- XXVI.—(12.)—House: Parliamentary Representation; Miscellaneous.
- XXVII.—(13.)—Trade and Navigation; Shipping; Railways.
- XXVIII.—(14.)—Trade and Navigation (Annual Statement).
- XXIX.—(15.)—Statistical Tables: Agricultural Statistics (Ireland); Miscellaneous Statistics (United Kingdom).
- XXX.—(16.)—Statistical Tables (Commercial Reports, and Trade of Foreign Countries).
- XXXI.—(17.)—Statistical Tables (Colonial Possessions and Foreign Countries).
- XXXII.—(18.)—State Papers (Italy, Portugal, &c.)
- XXXIII.—(19.)—State Papers (China and Japan).
- XXXIV.—(20.)—Slave Trade: Classes (A.), (B.)
- XXXV.—(21.)—Parliamentary Papers, 1859, Session 2; Numerical List and General Index.

